

Thirty-Seventh Annual Report
OF THE
RAILROAD COMMISSION
OF THE
STATE OF FLORIDA

FOR THE YEAR 1933



LEESBURG COMMERCIAL

COMMISSIONERS

GEO. G. MCWHORTER, <i>Chairman</i> , Commis- sioner; E. J. VANN, Commissioner; WILLIAM HIMES, Commissioner; JOHN G. WARD, <i>Secretary</i> .	} Aug. 17, 1887, to June 13, 1891.
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(Commission was abolished by Act of Legislature, 1891;
 was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commis- sioner; HENRY E. DAY, Commissioner; JOHN M. BRYAN, Commissioner; J. L. NEELEY, JR., <i>Secretary</i> .	} July 1, 1897, to Jan. 3, 1899.
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HENRY E. DAY, <i>Chairman</i> , Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; J. N. NEELEY, <i>Secretary</i> .	} Jan. 3 1899, to Jan. 8, 1901.
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HENRY E. DAY, <i>Chairman</i> , Commissioner; (Henry E. Day resigned October 1, 1932, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)	} Jan. 8, 1901, to Jan. 6, 1903.
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JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; J. N. NEELEY, <i>Secretary</i> . (John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	} Jan. 8, 1901, to Jan. 6, 1903.
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JEFFERSON B. BROWN, <i>Chairman</i> , Commis- sioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, <i>Secretary</i> .	} Jan. 6, 1903, to Jan. 3, 1905.
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JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8, 1907, to Jan. 4, 1909.
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to Jan. 3, 1911.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to Jan. 5, 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1917, to Jan. 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, *Chairman*, Commissioner; } Jan. 7,
NEWTON A. BLITCH, Commissioner; } 1919, to
ROYAL C. DUNN, Commissioner; } Jan. 4,
LEWIS G. THOMPSON, *Secretary*. } 1921.

R. HUDSON BURR, *Chairman*, Commissioner; }
NEWTON A. BLITCH, Commissioner; }
A. S. WELLS, Commissioner; } Jan. 4,
LEWIS G. THOMPSON, *Secretary*. } 1921, to
Note—Royal C. Dunn was not a candidate for } Jan. 2,
re-election. } 1923.

Note—Newton A. Blitch died on October 30,
1921, and was succeeded by Hon. A. D. Campbell,
effective November 12, 1922.

R. HUDSON BURR, *Chairman*, Commissioner; }
A. D. CAMPELL, Commissioner; }
A. S. WELLS, Commissioner; } Jan. 7,
LEWIS G. THOMPSON, *Secretary*. } 1923, to
Note—A. D. Campbell died on February 10, } Jan. 2,
1924, and was succeeded by Hon. E. S. Matthews, } 1925.
effective February 25, 1924.

R. HUDSON BURR, *Chairman*, Commissioner; } Jan. 7,
E. S. MATTHEWS, Commissioner; } 1925, to
A. S. WELLS, Commissioner; } Jan. 4,
LEWIS G. THOMPSON, *Secretary*. } 1927.

A. S. WELLS, *Chairman*, Commissioner; } Jan. 4,
E. S. MATTHEWS, Commissioner; } 1927, to
*R. L. EATON, Commissioner; } Jan. 8,
LEWIS G. THOMPSON, *Secretary*. } 1929.

A. S. WELLS, *Chairman*, Commissioner; } Jan. 8,
EUGENE S. MATTHEWS, Commissioner; } 1929, to
MRS. R. L. EATON, Commissioner; } Jan. 6,
LEWIS G. THOMPSON, *Secretary*. } 1931.

*Died February 27, 1927, and was succeeded by Mrs. R. L. Eaton
under appointment by the Governor for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commis-	} Jan. 8, 1931, to Jan. 6, 1933.
sioner ;	
MAMIE EATON-GREENE, Commissioner ;	
*L. D. REAGEN, Commissioner ;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

*A. S. Wells died December 16, 1930, and was succeeded by L. D. Reagin, appointed by the Governor to serve for the unexpired term.

*L. D. Reagin resigned and Tucker Savage was issued a commission on July 6, 1931, appointing him to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commis-	} Jan. 3, 1933, to Jan. 5, 1935.
sioner ;	
MAMIE EATON-GREENE, Commissioner ;	
*W. B. DOUGLAS, Commissioner ;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

*Tucker Savage, appointed to fill unexpired term of L. D. Reagin, was not a candidate for re-election.

EDITORIAL

A resume of the activities of the Commission on behalf of Florida shippers. Other items of this nature will be found in the report of Counsel for the Commission in this issue:

GEORGIA VENEER & PACKAGE COMPANY

COMPLAINT

Under date of September 16th, 1933, the Georgia Veneer & Package Company filed with the Interstate Commerce Commission a complaint against the rates on Crate Material from Brunswick, Ga., to Florida destinations as compared with the rates from Bainbridge, Ga., and Tallahassee, Fla., to the same destinations, alleging, among other things that

"The rates from Brunswick, Ga., have been and are now greatly in excess of reasonable rates, and bore and now bear no reasonable relation to the interstate rates applicable from Bainbridge, Ga., and the intrastate rates applicable from Tallahassee, Florida, to the same destinations, and the rates charged complainant have been, now are, and will be, unjust, unreasonable, unduly and unreasonably prejudicial and unjustly discriminatory against complainant and its traffic in favor of like traffic moving interstate from Bainbridge, Ga., and intrastate from Tallahassee, Florida, to points within the State of Florida."

This brought directly into question the intrastate rates of this Commission on Crate Material, and the case became of importance to the Florida manufacturers of that material.

The complaint was given Docket No. 26197, and was heard in Atlanta, Ga., on January 10th, before Examiner Berry. The Florida Commission was represented by its Rate Expert, Mr. J. H. Tench, and the crate material interests of Florida were represented individually by Mr. F. C. Hillyer, Commerce Attorney, of Jacksonville, and Mr. F. E. Harrison, Jr., of Tallahassee, Fla.

This case is of considerable importance to the manufacturers and users of crate material in Florida, and the outcome will be watched with interest.

L. C. L. COMMODITY RATES

By Order No. 1164, issued November 8, 1933, this Commission approved the cancellation of less than carload ratings and Classification Exceptions on 140 commodities, among which were the following:

Coal, L. C. L.
Sulphate of Copper, L. C. L.
Lime, L. C. L.
Cement, L. C. L.
Plaster, L. C. L.
Asphalt, L. C. L.

Authority to cancel the rates on these commodities and allow them to revert to the straight Southern Classification basis, was based largely upon testimony, (undisputed), that there was practically no less than carload movement of them.

Since the Order was issued we have found that on some of these commodities there is quite a movement in less than carloads, and are advised by shippers that there is a movement, L. C. L., of the others. We were further advised by shippers that the commodities named above cannot move at the rates made by the use of the straight Southern Classification basis.

Taking these facts into consideration the Commissioners decided to re-open this Docket for further hearing as to the commodities named, and such reopened hearing is scheduled for Tallahassee, Fla., on April 2nd, 1934.

RATES ON LUMBER AND FOREST PRODUCTS

Under date of January 10th, 1934, Mr. J. E. Tilford, of the Southern Freight Association, Atlanta, Ga., filed with the Florida Railroad Commission on behalf of all rail carriers operating in Florida, his Application No. 69, in which authority is requested to revise the intrastate rates on Lumber and other Forest Products, including Box and Crate Material. The proposed rates are based upon I. & S. Docket No. 2479 of the Interstate Commerce Commission.

By Notice No. 682, this application was assigned for formal hearing at the Mayflower Hotel in the city of Jacksonville, Fla., on March 6th, 1934. Hearing was held, and all parties desiring to be heard were fully heard. Numbers of lumbermen and crate material manufacturers appeared and testified and representatives of the carriers also appeared and were heard.

When all the testimony was in, carriers asked for further time in which to present rebuttal testimony, which was granted, but no date for the further hearing was fixed.

As an illustration of the effect of the carrier's application, if granted, we are giving below present rates and proposed rates for typical distances; in cents per 100 pounds.

Miles.	Present rate.	Proposed rate.
25	5.6	6.5
50	5.4	8.5
75	6.7	10.5
100	7.5	11.5

150	9.2	14.5
200	10.4	16.5
250	11.5	19.0
300	12.3	20.5
350	13.1	23.5
400	14.0	24.5
450	14.8	27.5
500	15.8	28.0
550	16.7	29.0
600	17.7	30.0

The rates quoted are for application on and north of the line of the Seaboard Air Line Railway from Jacksonville to River Junction, Fla., and west of the Apalachicola River. Carriers propose for rates south of that line to use the scale referred to, and in addition to add the following arbitraries:

100 miles and under $\frac{1}{2}$ c per 100 pounds
Over 100 miles 1c per 100 pounds

It is the avowed purpose of the carriers to apply this same scale of rates, without the arbitraries, on intrastate traffic in the Southeast generally, and also on interstate traffic in the Southeast, applying the Florida arbitrary on interstate traffic that moves south of the Jacksonville-River Junction line.

This case is of considerable importance, not only to the Lumber and Crate Material shippers of Florida, but to such shippers in the rest of the Southeast as well.

RATES ON PULVERIZED LIMESTONE AND GROUND PHOSPHATIC SAND OR CLAY

Florida rail carriers applied to the Commission for authority to revise the rates on pulverized limestone and phosphatic sand or clay. This was set down for hearing on June 15, 1933.

The purpose of the application with reference to ground Phosphatic Sand or Clay was to clarify the

several scales and varying descriptions on those commodities, as well as to bring about an increase in the rates. The purpose of the application with reference to Limestone was an increase in the rates.

There was injected into the hearing the question of rates on a commodity called "Colloidal Phosphate." This is a trade name, the material being similar to Ground Phosphatic Sand or Clay.

In this proceeding the Commissioners denied the applications of carriers with reference to increase in rates, but we did allow the carriers to increase the carload minimum weight on Pulverized Limestone from 30,000 pounds to 60,000 pounds.

MONTHLY HEARINGS FOR RATE REDUCTIONS

In September, 1933, the Commissioners inaugurated a new policy with reference to applications for reductions in rates and ratings. Competition between the rail carriers and the truck lines became so acute that the Commission was fairly deluged with applications for rate changes.

In order to handle these applications in an orderly manner, and to give each side an opportunity to hear the arguments and reasons of the other side for proposed rate reductions the Commissioners instituted regular monthly hearings, to be heard on the second Tuesday in each month. This method has simplified the proceedings, and has proved very satisfactory.

INFORMAL APPLICATIONS AND COMPLAINTS

1. Application to dismantle station building at Knights, Fla. Seaboard Air Line Railway Company. Approved.

2. Collecting service connection charges and removal charges in monthly installments. Florida Telephone Corporation. Approved.

3. Operating trains 571 and 572 on Mondays and Saturdays instead of Tuesdays and Saturdays. Seaboard Air Line Railway. Approved.

4. Telephone service, Quincy, Fla. Mrs. Woodward vs Quincy Telephone Company. Settled.

5. Discontinuing commission agency at Hawthorne, Fla. Postal Telegraph Cable Co. Approved.

6. Telephone service, Crystal River, Fla. Mrs. F. T. Martin vs Florida Telephone Corporation. Dropped.

7. Removing services of caretaker at Uleta, Fla. Seaboard Air Line Railway. Approved subject reconsideration.

8. Discontinuing services caretaker at Panasoffkee, Fla. Seaboard Air Line Railway. Authorized subject reconsideration.

9. Discontinuing services caretaker at Falmouth, Fla. Seaboard Air Line Railway. Authorized subject reconsideration.

10. Discontinuing service caretaker at Gretna, Fla. Seaboard Air Line Railway. Approved subject reconsideration.

11. Dismantling depot, St. Catherine, Fla. Seaboard Air Line Railway. Authorized.

12. Discontinuing services caretaker at Cornwell, Fla. Seaboard Air Line Railway. Authorized subject reconsideration.

13. Discontinuing services caretaker at Knights, Fla. Seaboard Air Line Railway. Authorized subject reconsideration.

14. Discontinuing services caretaker at Dania, Fla. Seaboard Air Line Railway. Authorized subject reconsideration.

15. Discontinuing services caretaker at Hallandale, Fla. Seaboard Air Line Railway. Authorized subject reconsideration.

16. Abandoning platform located at Loyce, Fla. Seaboard Air Line Railway. Authorized.

17. Closing Holopaw Agency. Florida East Coast Railway. Authorized. Railway Express Agency authorized close its agency at this point provided would agree to reopen on order of Commission.

18. Telephone service, Blanton, Fla. W. J. Ellsworth vs Florida Telephone Corporation. Settled.

19. Dismantling freight depot at Gross, Fla. Seaboard Air Line Railway. Authorized.

20. Closing agency at Baldwin, Florida. Atlantic Coast Line Railroad. Approved, subject reconsideration.

21. Closing agency at Goulds, Florida. W. H. Owens vs Florida East Coast Railway. No application filed.

22. Discontinuing motor train service, trains 203, 204 between Waldo, Florida, and Tampa, Florida, and operating mixed train in lieu thereof. Seaboard Air Line Railway. Authorized.

23. Taking out Flag stop at Bolougne, Fla. Atlantic Coast Line Railroad. Approved.

24. Establishing Saturday half holiday at certain stations. Seaboard Air Line Railway. Approved.

25. Closing agency until packing house reopened at Homeland, Fla. Atlantic Coast Line Railroad. Approved.

26. Closing certain agencies on Saturday afternoons. Atlantic Coast Line Railroad. Approved.

27. Closing Canal Point telegraph office. Postal Telegraph Cable Co. Authorized.

28. Discontinuing toll station at Fountain, Fla. Southern Bell Telephone and Telegraph Company. Approved.

29. Discontinuing toll station at Hollister, Fla. Southern Bell Telephone and Telegraph Company. Approved.

30. Temporary amendment to schedule of move and connection charges. Peninsular Telephone Co. Authorized.

31. Discontinuing seasonally train 11 and 12 between Jacksonville and Wildwood. Seaboard Air Line Railway. Authorized.

32. Tearing down old station building at Lake Jackson. Seaboard Air Line Railway. Authorized.

33. Discontinuing services of caretaker at Istachatta. Atlantic Coast Line Railroad. Approved.

34. Closing agency at Croon, Fla. Atlantic Coast Line Railroad. Authorized subject reconsideration.

35. Discontinuing service connection charges. Quincy Telephone Company. Authorized.

36. Operating trains 11 and 12 on tri-weekly basis. Seaboard Air Line Railway. Approved.

37. Closing agency at Sirman, Fla. Southeastern Express Company. Approved.

38. Telephone extension service to Ft. Myers Beach. Ft. Myers Beach Property Owners Association vs Inter County Telephone and Telegraph Company. Dropped.

39. Charge for residence service. R. H. Singletary, Jacksonville, vs Southern Bell Telephone and Telegraph Company.

40. Discontinuing services of caretaker at Gardner, Fla. Atlantic Coast Line Railroad. Approved.

41. Discontinuing agency at Capitola, Fla. Railway Express Agency, Inc. Approved until further notice.

42. Dismantling station building at West Farm. Seaboard Air Line Railway. Authorized.

43. Cash bond for telephone service. Jno. P. Nutt Co., Tampa, vs Southern Bell Telephone and Telegraph Co. Settled.

44. Discrimination in rates. Wm. L. Pencke vs Peninsular Telephone Company. Settled.

45. Closing Lynn Haven agency. Atlanta and Sr. Andrews Bay Railway. Approved.

46. Dismantling depot at Lawrence, Fla. Seaboard Air Line Railway. Authorized.
47. Dismantling depot building at Houston, Fla. Seaboard Air Line Railway. Approved.
48. Discontinuing Duval, Tisonia, Gross as flag stops for train No. 2. Seaboard Air Line Railway. Approved.
49. Closing agency at Rochelle, Fla. Railway Express Agency. Authorized.
50. Discontinuing services of caretaker at Glenwood, Fla. Atlantic Coast Line Railroad. Approved.
51. Discontinuing express agency at Pinetta, Fla. Railway Express Agency, Inc. Approved.
52. Operating trains 59 and 60 tri-weekly between Waldo and Tampa. Seaboard Air Line Railway. Approved.
53. Discontinuing services of caretaker at Grand Island, Fla. Atlantic Coast Line Railroad. Approved.
54. Delay in payment of bill. Southern Telephone & Construction Company vs Farm and Home-Makers Club. Settled.
55. Closing office at Glenwood, Fla. Railway Express Agency, Inc. Authorized, subject further investigation.
56. Telephone service, Zephyrhills, Fla. Hon. Walter R. Gall vs Florida Telephone Corporation. Pending.
57. Discontinuing joint agency at Gulf Pine, Fla. Railway Express Agency, Inc. Authorized.

58. Discontinuing services of caretaker at Altoona, Fla. Atlantic Coast Line Railroad. Authorized.

59. Moving open platform at Ocklocknee, Fla. Seaboard Air Line Railway. Approved.

60. Rearrangement train service on Leesburg branch. Atlantic Coast Line Railroad. Authorized.

61. Dismantling Depot at Piedmont, Fla. Seaboard Air Line Railway. Authorized.

62. Party line telephone number. R. B. Womack vs Southern Bell Telephone and Telegraph Co. Settled.

63. Dismantling depot at Whitehouse, Fla. Seaboard Air Line Railway. Authorized.

64. Payment of bill. C. A. Ballou vs Southern Telephone and Construction Company. Settled.

65. Closing Lake Jem agency. Seaboard Air Line Railway. Approved.

66. Abandoning facilities at Leroy, Fla. Atlantic Coast Line Railroad. Authorized.

67. Discontinuing telephone exchange at Ponce De Leon. Southeastern Telephone Company. Pending.

68. Poor line condition, Crestview-Valparaiso. Robert F. Sykes vs Southeastern Telephone Co. Pending.

69. Discontinuing Garrard's Cross Roads pay station. Southern Bell & Telephone Company. Approved, subject reconsideration.

70. Charges for service. Will O. Murrell, Jacksonville, vs Southern Bell Telephone and Telegraph Co. Settled.

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71. Closing union station at Archer, Fla. Seaboard Air Line Railway. Authorized.
72. Closing express agency at Ojus, Fla. Railway Express Agency, Inc. Authorized.
73. Closing express agency at Kelsey City, Fla. Railway Express Agency, Inc. Authorized.
74. Closing express agency at Geneva, Fla. Railway Express Agency, Inc. Authorized.
75. Abandoning Lantana passenger stop. Florida East Coast Railway. Approved.
76. Drainage along tracks at Jupiter, Fla. Chamber of Commerce vs Florida East Coast Railway. Dropped.
77. Removing platform and loading track at Mt. Carrie, Fla. Seaboard Air Line Railway. Authorized.
78. Charge for long distance message. R. E. McCaskill vs. Southern Bell Telephone and Telegraph Co. Settled.
79. Applying straight mileage charges on stations in Meritt and Meritt's Island. Southern Bell Telephone and Telegraph Co. Approved.
80. Abandoning and removing station building located at Medulla, Fla. Atlantic Coast Line Railroad. Authorized.
81. Changing phone from wall to desk. K. M. Magarian, Orlando, vs Southern Bell Telephone and Telegraph Co. Settled.
82. Extending base rate area at Palm Beach. Southern Bell Telephone & Telegraph Co. Approved.

83. Closing Joint passenger station at Hawthorne, Fla. Atlantic Coast Line Railroad and Seaboard Air Line Railway. Pending.

84. Installation charge. Alexander & Baird & Co., Beresford, Fla., vs Inter County Telephone and Telegraph Co. Pending.

85. Charge for building extension. Sunshine Poultry Ranch vs Florida Telephone Corporation. Settled.

86. Poor service, Ocala, Fla. W. D. Pease vs Florida Telephone Corporation. Pending.

87. Delivery of messages, Dade City. Highlands Motor Co., vs Postal Telegraph Cable Co. Settled.

88. Extra charge for extension. Vego-Hair Manufacturing Co., Gainesville, vs Southern Bell Telephone and Telegraph Co. Pending.

89. Telephone connection between towers. Florida Forest Service vs Southern Bell Telephone & Telegraph Co. Pending.

REPORT OF SPECIAL COUNSEL

TO THE

**RAILROAD COMMISSION OF FLORIDA
FOR THE YEAR 1933**

Counsel for the Railroad Commission employed under the provision of Section 6733 of the Compiled General Laws of Florida, submits the following report for the year 1933.

**CASES BEFORE INTERSTATE COMMERCE
COMMISSION****1. Georgia Public Service Commission vs.
A. C. L. Railroad, et al., I. C. C. Docket No. 18364.**

This was a proceeding filed by the Georgia Public Service Commission attacking the Florida log rates as being unjustly discriminatory against Interstate Commerce in logs between Georgia and Florida. The Florida Railroad Commission took the position that owing to the conditions under which this log rate operated in Florida that there was no discrimination or undue prejudice created against Interstate Log Traffic between Georgia and Florida and resisted the prayer of the petition filed by the Georgia Public Service Commission. Counsel for the Commission appeared at the hearings held before Examiners Hillyer and Brown at Valdosta, Ga., and before Examiner Brown at Jacksonville, Fla. The taking of testimony has been completed and the time for filing briefs in the matter expires April 1st, 1927.

A most comprehensive brief was filed in this case by Mr. Davis on April 2, 1927. The tentative report proposed by Hon. R. M. Brown, Examiner, was favorable to the contention of the Florida Railroad Com-

mission, which had appeared in defense of the Florida rates attacked in this case.

Exceptions were filed to this report of the Examiner by the Georgia Public Service Commission and by the intervening carriers in behalf of the defendant. The Florida Railroad Commission filed a reply brief to exceptions on September 26, 1927.

This case was submitted on oral argument on December 16, 1927, and was decided on August 2, 1928.

The decision was written by Division 4 of the Commission and found that the interstate rates on logs, except walnut, cherry and cedar in carloads from Florida points north of and including Jacksonville, Gainesville, Burnett's Lake and High Springs, Florida, to destinations in Georgia were unreasonable, and reasonable rates were prescribed.

The Commission also found that the Florida interstate rates on these logs were unduly preferential of shippers in intrastate commerce, unduly prejudicial to shippers in interstate commerce, and unjustly discriminatory against interstate commerce. Rates were prescribed which would remove such preference, prejudice and discrimination.

The Florida Railroad Commission thereupon on August 21, 1928, filed a petition with the Interstate Commerce Commission for a postponement of the effective date of such order. And such proceedings were had before the Interstate Commerce Commission as to cause a postponement of the effective date of such order to February 8, 1929.

The Florida Railroad Commission and certain of the lumber interests of the State feeling themselves grieved at the report of the Commission filed their bill of complaint in the District Court of the United

States in and for the Northern District of Georgia in November, 1928, asking that the order of the Interstate Commerce Commission be set aside and the enforcement thereof enjoined.

But on January 17, 1929, the said District Court of the United States rendered its opinion in which the order of the Interstate Commerce Commission in said Docket No. 18364 was construed and defined as limited in its territorial scope in so far as it prescribed intrastate rates on logs to those rates which applied on logs from points on the Atlantic Coast Line Railroad's lines in Florida north of and including Jacksonville, Gainesville, Burnett's Lake and High Springs in one direction north-bound for distances in excess of 170 miles.

The Florida Railroad Commission thereupon issued its order changing the intrastate rates on logs from and to certain points in the northern part of Florida pursuant to the decision of the Federal Court.

The Atlantic Coast Line Railroad Company refused to put the rates into effect and the State of Florida, acting by and through the Railroad Commissioners of the State of Florida by their Special Counsel joined by Fred H. Davis, Attorney General of the State of Florida, brought its bill of complaint against the defendant the Atlantic Coast Line Railroad Company in the Circuit Court in and for Duval County, Florida, and obtained an injunction and restraining order restraining the said Atlantic Coast Line Railroad from charging higher rates on logs than those prescribed by the Railroad Commission of the State of Florida.

The Atlantic Coast Line Railroad Company thereupon filed a petition before the Judge of the Circuit Court in and for Duval County asking that said cause be removed to the Federal Court. This petition was denied by the Judge of the Circuit Court in and for Duval County.

The Atlantic Coast Line Railroad Company then filed its bill of complaint in the District Court of the United States for the Southern District of Florida against the members of the Railroad Commission of Florida asking for an injunction and restraining order to restrain the Railroad Commission from further proceedings in the Duval County Circuit Court. Answer was filed by the Railroad Commission and the matter was argued before Judge Wm. B. Shepard at Miami, and on the 7th day of February said Judge entered an order denying this injunction and dismissing the bill of the Atlantic Coast Line Railroad Company.

The Court also at the same time denied a petition of the railroad to remove the proceedings from the said Court in Duval County to the Federal Court.

While this matter was being argued in Miami before the Federal Judge the Interstate Commerce Commission of its own motion and without further hearing on the 7th day of February, A. D. 1929, amended its original order to read: "Within and throughout the entire State of Florida without exception." This was an attempt to make the order of the Interstate Commerce Commission state-wide, although the Three-Judge Statutory Federal Court had already construed said order to mean from certain points in north Florida.

The Atlantic Coast Line Railroad Company then entered an appeal from the order of the Judge in this proceeding to the Circuit Court of Appeals in New Orleans where, on the 21st day of February, the matter was argued by counsel. No decision has been rendered by the Circuit Court of Appeals.

In the meantime the Florida Railroad Commission, on the 21st day of February, 1929, filed its petition for leave to file a supplemental bill in the District Court of the United States in and for the Northern

District of Georgia, Atlanta Division, for the purpose of asking that this amended order of the Interstate Commerce Commission be set aside as invalid.

An order was entered by the Judge of the District Court for the Northern District of Georgia permitting said supplemental bill to be filed. This matter will be heard before a Three-Judge Court in New Orleans on March 7, 1929.

This case was argued before Circuit Judge Walker and District Judges Dawkins and Sibley at New Orleans on March 7th, 1929. The Atlantic Coast Line Railroad Company was allowed to intervene in support of the order.

The Three-Judge Court found that the investigation made by the Interstate Commerce Commission in this matter was made after a full hearing within the meaning of the statute and the power of the Interstate Commerce Commission in making the order was not abused. The order of the Commission was therefore sustained.

The opinion of the Court in the first hearing is to be found in 30 F. (2d) 116, and in the opinion of the Court in the re-hearing is to be found in 31 F. (2d) 580.

This case was taken to the Supreme Court of the United States on appeal. Briefs were filed and the case was argued before the United States Supreme Court on October 30th and 31st, 1930.

By unanimous decision of the Court in an opinion written by Mr. Chief Justice Hughes the Supreme Court reversed the decrees of the District Court and set aside the order of the Interstate Commerce Commission.

In its recognition of the authority of State Commissions to determine the reasonableness of the intrastate rates this case is most important. This case will no doubt be hereafter quoted as "The Florida

Case," and will take its place with the other great decisions of this Court such as the "Wisconsin Case," the "Minnesota Rate Case," and the "Shreveport Case."

As an indication of its importance in settling the status of the State Commissions it is only necessary to quote briefly a few of the headnotes of this decision:

"6. STATES.

Justification for exercise of federal power within what would otherwise be domain of state power must clearly appear.

"7. COMMERCE.

Interstate Commerce Commission has no general authority to regulate intrastate rates.

"8. COMMERCE.

Mere existence of disparity between particular rates on intrastate and interstate traffic does not warrant Interstate Commerce Commission in prescribing intrastate rates.

"9. COMMERCE.

Appropriate findings upon evidence are necessary to support order of Interstate Commerce Commission prescribing state-wide level of intrastate rates to avoid undue burden on interstate carrier.

"11. COMMERCE.

Mere finding that existing intrastate rates on particular traffic were not remunerative or reasonably compensatory was insufficient to justify Interstate Commerce Commission in alteration of intrastate rates.

"12. COMMERCE.

State authorities, rather than Interstate Commerce Commissions, have authority to determine reasonableness *per se* of intrastate rates."

This case is cited as Florida vs. United States and is reported in 283 U. S. 193; 75 L. Ed. 291.

On July 10th, 1931, and before the mandate of the Court had come down, the Atlantic Coast Line Railroad Company and the Georgia Public Service Commission filed Motions to withhold the mandate until the Interstate Commerce Commission could again consider the record in this case in the light of the opinion of the Court.

On February 2, 1931, the Supreme Court of the United States denied these Motions and remanded the cause to the District Court of the United States for the Northern District of Georgia for further proceedings in conformity with the opinion of the Court.

Thereupon, and on February 26th, 1931, the State of Florida filed its Motion in the District Court of the United States for the Northern District of Georgia for decree in accordance with the mandate and for an Order of Restitution.

The Florida Railroad Commission represents claimants in this case with claims amounting to \$30,000.00, and is now seeking through this proceedings restitution to the shippers of the amounts represented by these claims.

On July 31st, 1931, the District Court for the Northern District of Georgia referred this matter to Hon. Horace M. Holden, William Oliver Building, Atlanta, Georgia, as Special Master to ascertain and report to the Court the sums due to the complainants or other persons represented by the Florida

Railroad Commission. These claims are now before the Master for determination.

In the meantime, upon Motion of the Georgia Public Service Commission and the Atlantic Coast Line Railroad Company, the Interstate Commerce Commission reopened its report in this case, Docket No. 18364 and the reopened proceedings were set down for hearing in Jacksonville, Florida, before Examiner E. J. Hoy. The hearing was held in Jacksonville on June 10th, 11th and 12th, 1931.

The hearing was thereupon adjourned to July 20th, 1931, at Washington, D. C. At which time the hearing was resumed at Washington in the Hearing Room of the Interstate Commerce Commission and was concluded on July 21st, 1931.

On December 14th, 1931, the Examiner filed a proposed Report in this case, and on further hearing affirmed the finding of the Commission in the former case (146 I. C. C. 717), and also found that the rates on logs in carloads applying on shipments between points on the Atlantic Coast Line Railroad Company in Florida not shown to be unduly prejudicial to shippers and localities in Georgia but found unjustly discriminatory against interstate commerce, and further proposed a non discriminatory basis of rates to be prescribed for this traffic.

Exceptions were filed to this report by the Florida Railroad Commission.

On July 5th, 1932, the Commission issued its report and order in this case in which it affirmed its findings in the original report, 146 I. C. C. 717, that rates on logs from six (6) feet in length, except walnut, cherry and cedar, in carloads from points in northern Florida to destinations in Georgia for distances of 170 miles and less were unreasonable. The present rates were found reasonable. It also found

that rates on these logs were unjustly discriminatory against interstate commerce and prescribed a non discriminatory basis of rates.

On July 28, 1932, the order in this case was amended providing that rates should become effective on or before September 15, 1932.

Petition for rehearing and reconsideration was filed by the State of Florida and the Florida Railroad Commission on August 24, 1932, and denied on the next day, August 25, 1932.

On September 9, 1932, Bill of Complaint was filed in the District Court of the United States for the Northern District of Georgia, Atlanta Division, for the purpose of annulling, vacating and setting aside said report and order of July 5th, 1932, as amended, of said Interstate Commerce Commission and to enjoin the enforcement thereof.

On September 14th, A. D. 1932, the case was argued before Hon. Samuel H. Sibley, Circuit Judge, Hon. E. Marvin Underwood, District Judge, and Hon. Louie W. Strum, District Judge, and on said date said Court by its order temporarily stayed and suspended the order of the Interstate Commerce Commission dated July 5th, 1932, until sixty days from the date of said order, or until the further order of the Court.

On October 12, 1932, a Motion was filed with the Interstate Commerce Commission to set aside the said order of said Commission and for further hearing in and reconsideration of these proceedings on the ground that various rail carriers in the south and southwest had filed with said Interstate Commerce Commission, and the said Commission had permitted, certain newly reduced rates on logs to become effective.

That at the same time a supplemental Bill of Complaint was filed in the Federal Court, Atlanta Divi-

sion, setting up said newly reduced rates, and setting up further the fact that petition had been filed before the Interstate Commerce Commission asking for a rehearing in this cause.

On October 21, 1932, the Interstate Commerce Commission entered its order reopening the proceedings in this cause and assigned said proceeding for further hearing for the purpose of receiving evidence respecting any change in the rate on logs since the close of the previous hearing.

On November 21st and 22nd, 1932, said further hearing before the Interstate Commerce Commission was held in Jacksonville, Florida, and at said hearing the tariffs carrying these newly reduced rates were filed in evidence before the examiner conducting said hearing and oral argument was had before said examiner. Said matter was taken under advisement by the said examiner and no report has as yet been proposed.

On January 9, 1933, the Interstate Commerce Commission handed down its second report on further hearing which is to be found in 190 I. C. C. 588. It found as a fact that the newly reduced rates per car of logs regardless of weight are "on substantially the same level as the Cummer Scale." Yet the Commission affirmed all of the findings in its prior report on further hearing, which said report may be found in 186 I. C. C. 189, the result of which was to fix the Florida intrastate rate at a level, which in practical operation and effect is more than twice that of the new general level which had been established between and throughout most of the States constituting the southern and southwestern territory rate groups and are rapidly being further extended within them.

On February, 4, 1933, the State of Florida and the Florida Railroad Commission filed a motion to set aside this order of the Commission which was to be-

come effective on February 25, 1933. On February 13, 1933 the Commission denied this motion. Thereupon the State of Florida and the Florida Railroad Commission filed their supplemental bill on February 24, 1933.

Hearing was then had on the original and supplemental bills before the Federal District Court, Atlanta Division, composed of three Judges. On the same date, that is to say February 24th, 1933, the Court entered its decree sustaining the orders of the Interstate Commerce Commission and denied the prayer to annul and set aside and enjoin the same.

(Florida vs United States, 4th Fed. Supp. 477).

Direct appeal was taken to the Supreme Court of the United States under Section 210 of the Judicial Code. (38 Stat. at L. 220).

The questions raised by this appeal are of far reaching importance. They involve the scope of the exercise of the National and State sovereignty.

This appeal is still pending before the United States Supreme Court, and is at present set for argument for the week of February 12, 1934.

In the meantime, the claims for restitution are being pressed before Hon. Horace M. Holden of Atlanta, Georgia, as Special Master to who was referred these claims by the Court to figure the amount thereof as measured by the difference between the amounts paid to the Atlantic Coast Line Railroad Company and the established lawful rate at the time the shipments were made.

A great deal of testimony was taken after which the Master made a report in which he found that there was no lawful established rate at the time of the shipments involved, because, as he said, the Cummer

Scale of rates, which would otherwise have been the lawfully established rate, was unreasonable, unjust and did not furnish an adequate return on properties used. However, the Master further found that he did not have authority, nor did the Court have authority, to make rates for the future but that the Court did have authority for the purpose of preventing injustice to fix a reasonable charge that should have been made during the period wherein the overcharges were alleged to have been made for the purpose of determining whether there should be restitution, and if so how much.

The Court thereupon on January 30, 1933, confirmed this report of the Master, so far as it had gone, and recommitted the cause to the Master with the directions that he ascertain whether the charge made by the carrier for transportation in each instance was a reasonable one as measured by the common law standard, and if not, what was the reasonable charge to be made, and that he measure and award to each claimant restitution accordingly. The issue, therefore, before the Master was the ascertainment, under the common law standard of reasonableness, based upon a quantum meruit of what would have been a proper charge for the actual service rendered by the carrier in the transportation of the shipments herein involved. With this issue before him the Master took testimony covering more than three hundred pages and received several hundred exhibits. On November 7, 1933, the Master filed a voluminous report making findings of fact and findings of law. The ultimate conclusion of the Master is contained in his finding that "the charges made during the restitution period were too high."

He found that the charges made by the carrier were not the proper or the lawful charges but were higher than the proper or lawful charges and that the claimants should receive 34% of their respective claims with interest at the rate of 8% from the date of each shipment.

On January 26, 1934, Hon Samuel H. Sibley, Circuit Judge, Hon. Wm. H. Barratt, District Judge and Hon. E. Marvin Underwood, District Judge, affirmed the conclusions of the Master, overruled all exceptions of parties to the report, and directed that a decree be prepared upon the basis of the conclusions of law and findings of fact under the original and supplemental report.

2. R. W. Burch, Inc., et al., vs. American Express Agency, Inc., et al., I. C. C. Docket No. 23972.

By complaint filed October 20, 1930, in the above cause it is alleged that the rates charged for the transportation of strawberries in carloads by railway express service from points in Florida to various destinations in the United States were, and are, unreasonable in violation of Section 1, of the Interstate Commerce Act. It is also alleged that the refrigeration charges on said movement were and are excessive and unreasonable in violation of Section 1, of said Act.

Practically the entire structure of express rates, rules and regulations carried in Railway Express Tariff, I. C. C. 227, were put in issue before the Interstate Commerce Commission in this proceeding.

The Railroad Commission of Florida intervened in this cause in support of the complaint and took an active part in the prosecution of the case.

The strawberry industry is a most important one for Florida. In the year 1926, 2980 acres of Florida land was devoted to the production of strawberries. This acreage increased in 1927 and 1928 to approximately 3675 acres, and in 1929 to 6540 acres and in 1930 to 8100 acres.

The production increased from 5,513,000 quarts in 1926, to 14,170,000 quarts in 1930, and the carload

shipments increased from 341 in 1926 to 1616 in 1929 and 1721 in 1930. In the latter year deliveries were made to markets extending from Boston to Kansas City, Mo.

The Interstate Commerce Commission handed down its report in this case on December 30, 1932, and found:

(a) Rates on fresh strawberries in carloads in express service from points in Florida to northern destinations to be unjust and unreasonable. Reasonable basis of rates prescribed for the future.

(b) Present refrigeration charges on fresh strawberries in express service from points in Florida to northern markets not shown to be unreasonable or otherwise unlawful.

(c) Rates on fresh strawberries in carloads in freight service from points in Florida to northern markets found to be unjust and unreasonable.

Reasonable rates prescribed for the future.

As a result of this decision rates both in express service and in freight service were reduced, and we show below some of the reductions per 32 quart crates to typical markets:

MARKETS

REDUCTIONS

Plant City to New York	8c by express
Lawtey to New York	14c by express
Plant City to Boston	17c by express
Lawtey to Boston	23c by express
Plant City to Philadelphia	29c by freight
Lawtey to Philadelphia	46c by freight
Plant City to Chicago	32c by freight
Lawtey to Chicago	35c by freight

Under the Commissioners order of December 30, 1932, the rates therein prescribed were to become effective on April 20, 1933, and were to be established upon not less than thirty days notice.

By a further order dated February 18, 1933, the original order was amended so as to authorize the establishment of these rates so far as they applied to destinations in southern and official territory on or before March 3, 1933, upon not less than five days notice.

Various petitions were filed with the Interstate Commerce Commission for rehearing, reconsideration and/or reargument in the above entitled proceedings, and finally on January 2, 1934, all of these various petitions for reconsideration and modification of the findings and orders were denied by the Interstate Commerce Commission.

On December 15, 1933, the Railway Express Agency, Inc., and a large number of rail carriers filed their bill of complaint against the United States of America in the District Court of the United States for the Southern District of New York seeking to set aside and annul the order of the Interstate Commerce Commission in this proceeding. This bill of complaint in this case, including exhibits and affidavits, consisted of 329 printed pages.

On January 5, 1934, the Interstate Commerce Commission at the suggestion of Judge Alfred C. Cox of the District Court of the United States of the Southern District of New York, extended the effective date of its order to February 5, 1934.

The Railroad Commission filed its petition of intervention which was allowed by the Court, and also filed a motion to dismiss the bill of complaint and answer to said bill in this proceeding. Argument was had before the Court on the application of the

Express Company and the carriers for an interlocutory injunction on January 20, 1934.

On January 26, 1934, the Interstate Commerce Commission by its further order in this proceeding modified its previous orders so that they would become effective ten days after the Court rendered its decision in this matter.

3 Growers and Shippers League of Florida vs. Aberdeen & Rockfish Railroad Company, et al., I. C. C. Docket No. 25071.

This was a complaint brought by the Growers & Shippers League of Florida against all railroads of the United States attacking the rates, charges and carload minima, and the rules, regulations and practices applicable in connection with the receipt, handling, transportation and delivery of fresh vegetables including cabbage and potatoes from Florida.

This complaint was filed on February 20, 1932, and was consolidated with—

“I. & S. Docket No. 3705, Fresh Vegetables to, from and between the south.”

and was assigned for hearing at Atlanta, Georgia, on March 25th, 1932.

The Florida Railroad Commission intervened in this proceeding and has taken a most active part in it.

After the hearing in Atlanta this cause was set down for further hearing at Daytona Beach, Florida.

Chief Examiner Archer heard the case. Hearings were held at Daytona Beach on September 21st to 28th, 1932, inclusive, and then was adjourned to November 29th, 1932, at the hearing room of the

Interstate Commerce Commission, Washington, D. C., at which time hearings were had from November 29th, through December 9th, 1932.

Testimony was taken of all carrier and shipper witnesses produced at these hearings and a record of 3746 pages was made and 786 exhibits were filed in evidence by the various parties.

Testimony was presented on behalf of the Railroad Commission of Florida by its Rate Expert and Accountant.

The testimony of the accountant tended to show, and we believe conclusively showed, that the imposition of the class rate arbitraries specially assigned to Florida lines for that portion of through hauls to and from points south of Jacksonville-River Junction line of the Seaboard Air Line Railway are unreasonable and unwarranted when applied as surcharges above the basic distance scale in the making of rates on vegetables from peninsular Florida, and result in unreasonable through rates on vegetables from that territory destined to markets in Central and Eastern trunk line territory.

Prior to the Southern Class Rate Investigation rates to and from Florida peninsular were made on the Jacksonville combination. The Interstate Commerce Commission found that the method of making rates on Jacksonville combination was merely an arbitrary device for enhancing revenue and in the Southern Class Rate investigation prescribed a mileage scale of rates, and finally in a Supplemental Report in Southern Class Rate Investigation found at 128 I. C. C. 567, imposed arbitraries on the basis of about 15% of the scale rates which are now known as "Appendix L-2 Scale of Arbitraries."

The accountant for the Florida Railroad Commission testified that the circumstances and conditions

which the Commission in Southern Class Rate Investigation found to warrant a somewhat higher level of rates on traffic moving to and from peninsular Florida, were less traffic density per mile of road and less tonnage per train mile obtaining in peninsular Florida than in other southern territory, and in his testimony proved conclusively that the weighted average traffic density and the weighted average train lading from points of origin in Florida to eastern territory destinations is greater than that obtaining on the system as a whole, or on the system exclusive of the operations in the State of Florida, and advanced the opinion that the Interstate Commerce Commission would never have prescribed arbitraries for that portion of the haul in Florida south of the Jacksonville-River Junction branch of the Seaboard Air Line Railway if it had had such testimony in Docket No. 13494, Southern Class Rate Investigation.

On June 16, 1932, Examiner H. W. Archer filed his tentative report in which he recommended that the Commission should find that the rates and minimum weights on a large number of vegetables from points in the peninsula of Florida to destinations in Illinois, Official and Southern territory, and to destinations in eastern trunk line territory, are and for the future will be unreasonable and recommended that certain percentages of constructive first class rates and certain minimum carload weights be prescribed. He also proposed that the Commission should find that the rates and minimum weights on the same vegetables from points in peninsular Florida to destinations in Kansas-Missouri territory and in southeastern territory are and for the future will be unreasonable to the extent that they exceed or may exceed the rates and minimum determined by the same percentage of constructive first class rates, plus the respective difference between the contemporaneous rates under said findings to Vicksburg, Miss., from points in peninsular Florida and from Jacksonville.

The percentages of first class or constructive first class rates as mentioned above are the first class or constructive first class rates which are respectively applicable under the K-2 or K-2 and Q-1 differential scale as prescribed in the second and third supplemental reports in Southern Class Rate Investigation.

The important feature of this recommendation is that the scale proposes that the L-2 arbitraries prescribed in the third supplemental report in Southern Class Rate Investigation shall be eliminated on all vegetables from peninsular Florida except such traffic as originated on Florida East Coast Railway. The examiner found that taking into consideration the volume of the tonnage originating in peninsular Florida and the fact that the total hauls are for the most part in excess of one thousand miles, there appears to be no good reason for inflating the rates by adding arbitraries because of the traffic density feature.

Exceptions were filed to this report on behalf of the railroad carriers and other defendants operating in southern territory to which exceptions reply was made by the Florida Railroad Commission.

The rail carriers have stated that the reduction proposed by this report would amount to a loss in freight revenue on this vegetable traffic of \$1,207,-404.27, which means that the shippers would benefit to this extent. Oral argument was had before the full Commission on this proceeding on October 12, 1933.

The Commission has not yet entered its order or filed any report.

4. Finance Docket No. 9813—Application of Seaboard Air Line Railway and its Receivers under Paragraph (18) of Section 1, of Inter-

state Commerce Act for a Certificate of Public Convenience and Necessity Permitting Abandonment of East & West Coast Railway.

Application was filed before the Interstate Commerce Commission on January 25, 1933. It is an application to abandon a line of railroad known as the East & West Coast Railway, approximately 45.65 miles in DeSoto, Manatee and Sarasota counties.

The case was heard by the Railroad Commission of the State of Florida on June 13, 1933, at Tallahassee, Florida, and the record was made by the Railroad Commission and forwarded to the Interstate Commerce Commission for action.

The principal objection to this abandonment came from the Verna Taxing District in Manatee county to which the railroad owed certain taxes. There was an agreement on the part of the railroad and its receivers and the representatives of this taxing district that these taxes would be paid and objection to the abandonment was withdrawn on the part of the representatives of this taxing district.

On July 3, 1933, the Commission filed its report and issued its Certificate permitting the Seaboard and its receivers to abandon this line of railroad.

5. Finance Docket No. 9888. Application of Seaboard Air Line Railway and its Receivers under Paragraph (18) of Section 1, of the Interstate Commerce Act for a Certificate of Public Convenience and Necessity Permitting the Abandonment of a Branch Line of its Railroad Known as the Starke-Wannee Branch.

The application of the Seaboard Air Line Railway and its receivers to abandon the Starke-Wannee Branch was filed before the Interstate Commerce

Commission on March 14, 1933. The portion of the railroad desired to be abandoned was the westerly 5.01 of the Starke-Wannee Branch in Gilchrist County, Florida.

Application was heard by the Railroad Commission of the State of Florida on June 13, 1933, and the record was made by this Commission and forwarded to the Interstate Commerce Commission for its action.

There were no protestants to this abandonment. On June 26, 1933, the Interstate Commerce Commission issued its report in which it found that the present and future public convenience and necessity permitted the abandonment of this line of railroad.

6. Finance Docket No. 9909. Application of Florida East Coast Railway and its Receivers under Paragraph (18) of Section 1, of the Interstate Commerce Act for a Certificate of Public Convenience and Necessity Permitting the Abandonment of the Palatka Branch of the Florida East Coast Railway.

This application was filed before the Interstate Commerce Commission on March 27, 1933. It is an application to abandon the Palatka Branch of the Florida East Coast Railway, which is a line of railroad running in a westerly direction from East Palatka to the City of Palatka, a distance of 1.80 miles, located entirely in Putnam County, Florida. The line of railroad consists mostly of the bridge across the St. Johns River upon which the branch sought to be abandoned is constructed. The application was based upon the physical condition of this bridge and upon the contention that its continuance is not justified.

Protests to this abandonment was filed and a hearing was held for the Interstate Commerce Commission by the Florida Railroad Commission.

Frank W. Gwathmey and Robert H. Anderson appeared for the applicant.

Theo. T. Turnbull for the Florida Railroad Commission and F. E. Harrison, Jr., for State Road Department.

J. V. Walton, T. S. Baker and H. E. Marryday for the protestants.

The record as made by the Florida Railroad Commission was submitted to the Interstate Commerce Commission, and on November 20, 1933, a proposed report was issued by C. H. Howard, Examiner of the Interstate Commerce Commission, recommending that the Interstate Commerce Commission find that the present and future public convenience and necessity are not shown to permit the abandonment of this branch line of railroad.

Exceptions to the report proposed by the examiner were filed and oral argument was heard by the Interstate Commerce Commission on January 26, 1934.

On February 10, 1934, the Interstate Commerce Commission, through Division 4, issued its report and denied the application to abandon this branch line.

7. Finance Docket No. 10,011. Application of Seaboard Air Line Railway Company and its Receivers for an Order Authorizing the Cessation of Operation of the Line of Railway and Properties of Georgia, Florida & Alabama Railway Company Heretofore Leased to Seaboard Air Line Railway.

This application was filed before the Interstate Commerce Commission on May 27, 1933. It is an application for an order from the Interstate Commerce Commission authorizing the receivers of the

Seaboard Air Line Railway Company to cease the operation of Georgia, Florida & Alabama Railway Company by reason of the fact that the Federal Court had entered an order directing the receivers of the Seaboard Air Line Railway Company to disaffirm the lease and surrender the properties back to the Georgia, Florida & Alabama Railroad Company for operation by it as the owner of such railroad.

The Georgia, Florida & Alabama Railroad Company extends from Richland, Georgia, through certain counties in Georgia to Carrabelle, Florida, through the counties of Gadsden, Leon, Wakulla and Franklin counties in the State of Florida, a distance of approximately 181 miles with a branch line from Havana to Quincy, approximately 11 miles long. The total length of main track and branch line being approximately 192 miles.

These properties were leased to the Seaboard Air Line Railway by lease dated August 1, 1927, and on account of the alleged excessive rentals contained in said lease the Seaboard Air Line Railway and its receivers desired to turn this road back to its owners unless more favorable rental terms could be obtained.

It was the contention of the receivers of the Seaboard Air Line Railway that since the Federal Court had directed it to disaffirm this lease the Interstate Commerce Commission had no jurisdiction in the matter to require it to continue operation of the properties. It alleged in its application that it made the application to the Interstate Commerce Commission through courtesy to that Commission.

On June 13, 1933, the Railroad Commission of the State of Florida filed with the Interstate Commerce Commission its representations as to the matter of this application and urged the Commission to take jurisdiction of this matter and set the same down for hearing.

On July 5, 1933, oral argument was had before the Interstate Commerce Commission on the motion of the receivers of the Seaboard Air Line Railway to dismiss said application for lack of jurisdiction.

On July 12, 1933, the Interstate Commerce Commission by its order overruled said motion and assumed jurisdiction of this proceeding.

On January 12, 1934, hearings were begun at the United States Court room, Tallahassee, Florida, before Examiner Davis upon this proceeding. Hearings continued for more than a week and a voluminous record was made.

8. Finance Docket No. 10,188. Application of Florida East Coast Railway and its Receivers under Paragraph (18) of Section 1, of Interstate Commerce Act for a Certificate of Public Convenience and Necessity Permitting the Abandonment of the Orange City Branch.

This application was filed before the Interstate Commerce Commission on October 14, 1933. It is an application to abandon the branch of the Florida East Coast Railway known as the Orange City Branch extending from New Smyrna to Orange City Junction, a distance of 27.42 miles in Volusia County, Florida.

This proceeding was assigned for hearing at Deland, Florida, before Examiner Davis on January 8, 1934.

9. Georgia-Veneer & Package Company, vs. Atlantic Coast Line Railroad Company, et al., I. C. C. Docket No. 26197.

By complaint filed September 19, 1933, before the Interstate Commerce Commission the Georgia Veneer & Package Company, complainant in above cause,

alleged that the freight rates on crate and box material from Brunswick, Georgia, to destination in Florida are, and in the future will be, unjust, unreasonable and in violation of Section 1 of the Interstate Commerce Act as amended, and are unduly and unreasonably prejudicial and disadvantageous to complainant and to traffic in crate and box material moving from Brunswick, Georgia, to destinations in Florida, in violation of Section (3) of the Interstate Commerce Act, and that the intrastate rates from Tallahassee, Florida, to destinations in Florida are in violation of Section 13 of said Act in that said intrastate rates have imposed, do now and will impose an unreasonable burden upon interstate commerce.

This proceeding was set down for hearing in Atlanta, Ga., on January 10, 1934, before Examiner Berry and the Railroad Commission appeared in defense of these rates and gave testimony in this proceeding through its Rate Expert.

LAW CASES

1. Central Truck Lines, Inc., Petitioners vs. Railroad Commission of Florida and L. W. Holstun, Respondents.

This was a Certiorari proceeding instituted in the Circuit Court of the Second Judicial Circuit for Leon County, Florida, on June 30th, 1931, for the purpose of Quashing an Order of the Railroad Commission of Florida entered on May 13, 1931, authorizing L. W. Holstun to increase his schedules between Jacksonville and Ocala from three days a week to six days a week.

On July 11, 1931, the respondents in this case filed a Motion to Quash the Writ of Certiorari in this case.

The matter was briefed and set down for oral argument before Judge Johnson of the Circuit Court on September 9, 1931, and the Court on September 14,

1931, entered an Order denying the Motion to Quash and Quashing the Order of the Railroad Commission authorizing L. W. Holstun to operate daily schedules.

On November 16, 1931, Writ of Error was taken to the Supreme Court of Florida and the case is now fully briefed and awaiting oral argument in the Supreme Court of Florida.

Before this case was argued in the Supreme Court the Central Truck Lines, Inc., the appellee in the above cause in the Supreme Court, acquired all of the rights, title and interest of the appellant in the cause of action sued on and the matter of law assigned for consideration before the Supreme Court being moot questions the appeal was dismissed.

2. Union Bus Company, a Corporation, Plaintiff, vs. Railroad Commission of the State of Florida, Defendants.

This was a suit begun in the District Court of the United States for the Northern District of Florida seeking an injunction against the Railroad Commission and its members, agents, and employees, enjoining and restraining them from interfering with the operation of motor busses of plaintiff, Union Bus Company in common carriage of passengers and light express for compensation over Florida State Highway No. 6, U. S. Highway No. 231, interstate commerce between Marianna, Florida, and the Alabama-Florida State line.

This application for an injunction grew out of a denial of the application filed by Union Bus Company before the Railroad Commission on October 4, 1932, asking for authority to operate exclusively in interstate commerce between Marianna, Florida, and Dothan, Alabama.

After a hearing the Railroad Commission in its opinion and order dated December 6, 1932, found that

such operation was not an exclusive interstate operation and further found that the Commission had jurisdiction over this operation and that the applicant must show public convenience and necessity for the right to extend its present operation from Jacksonville to Marianna on into Dothan, Alabama. And further, that the road over which the applicant desires to operate was a second class highway and incapable of carrying the four additional schedules sought by applicant without serious impairment and without seriously increasing the hazard of the public using such highway.

For these reasons the application was denied.

This matter was argued fully before the Federal Judge who first granted a temporary injunction restraining the members of the Railroad Commission from interfering with the operation of Union Bus Company over this route until the further order of the Court.

Answer was thereupon filed by the defendants and a motion to dissolve the injunction and dismiss the bill was incorporated in such answer.

Argument was had on final hearing of the matter on January 9, 1933, and on January 23, 1933, an order was entered by the Court dismissing the bill of complaint.

Thereupon on February 16, 1933, Union Bus Company filed with the Railroad Commission its petition for a rehearing upon its original application and for authority to amend its original application so as to meet the objections of the Commission contained in its opinion denying the proposed operation and to confine this operation exclusively to an interstate operation between Marianna, Florida, and Dothan, Alabama, using a light bus not to exceed 11,000 pounds.

The Railroad Commission granted this petition and permitted the amendment of the original application and set the amended application down for hearing on

March 7th, 1933. Evidence was introduced at this hearing and the St. Andrews Bay Transportation Company moved to dismiss the application on the ground that it was not a rehearing but a new hearing and that the Commission could not entertain any such hearing within six month from the date of the denial of the first application. The Commission took this motion under consideration until the matter was submitted on final hearing.

Before any decision could be made the St. Andrews Bay Transportation Company, on March 10, 1933, filed its petition against the Railroad Commission and Union Bus Company in the Circuit Court of the Second Judicial Circuit of Florida in and for Leon County for a Writ of Prohibition and a rule nisi was issued staying all proceedings before said Commission.

This Writ of Prohibition was contested in the Circuit Court of Leon County and on March 21, 1933, a Writ of Prohibition was issued by said Court making said rule nisi permanent.

Writ of Error was then taken and entered to the judgment of said Circuit Court of Leon County and the matter was argued before the Supreme Court of Florida, and on August 2, 1933, the Supreme Court of Florida reversed the judgment of the Circuit Court awarding the Writ of Prohibition against the Railroad Commission, and ordered the Circuit Court to enter final judgment in favor of the Railroad Commission.

(Matthews vs. State Ex. rel., St. Andrews Bay Transportation Co., 149 So. 648).

A petition for rehearing was denied by the Supreme Court on September 21, 1933, and on September 28, 1933, final judgment in conformity to the mandate of the Supreme Court was entered in the Circuit Court of Leon County, Florida.

The Railroad Commission thereupon proceeded to consider the evidence and the record taken and made before it on March 7, 1933, upon the amended application of Union Bus Company, and on October 5, 1933, wrote its opinion and made its order granting the Union Bus Company a Certificate of Public Convenience and Necessity to engage exclusively in interstate commerce between Marianna, Florida, and Florida-Alabama line using a motor vehicle of gross weight not in excess of 11,000 pounds.

Thereupon St. Andrews Bay Transportation filed its petition on October 30, 1933, in the Supreme Court of Florida praying said Court to issue its Writ of Certiorari directed to the Railroad Commission of the State of Florida requiring them to certify their proceedings in full in this matter for review by said Supreme Court.

This matter is now pending before the Supreme Court of Florida.

3. Aero-Mayflower Transit Company vs. Railroad Commission.

On November 7, 1932, bill of complaint was filed in the Circuit Court of the Second Judicial Circuit of Florida for Leon County for an injunction against the Railroad Commission restraining them from interfering with the transportation of household goods by trucks of the complainant, Aero-Mayflower Company.

Temporary restraining order was entered against the Railroad Commission.

Motion to dissolve this injunction and to dismiss the bill of complaint was filed by the Railroad Commission of the State of Florida and was argued by counsel for both parties, and on March 1, 1933, an order was entered dissolving the temporary restraining order and dismissing the bill of complaint.

4. Central Truck Lines, Inc., and Akins Transportation Company vs. Railroad Commission and Strickland Transportation Company.

On December 7, 1932, the Railroad Commission after due hearing on petition of the Strickland Transportation Company made and entered its order requiring Strickland Transportation Company to change its schedule between Tampa and Daytona Beach and return so that it might render a more expeditious and better service to its patrons.

Central Truck Lines, Inc., and Akins Transportation Company being aggrieved at the findings and order of the Railroad Commission in this cause in February, 1933, filed its petition in the Supreme Court of Florida seeking a Writ of Certiorari directed to the Railroad Commission to certify all of its records and proceedings in this cause for review by the Supreme Court of Florida.

In due course, this cause came on to be heard by the Supreme Court on brief and oral argument and on April 13, 1933, the Supreme Court in an able opinion presented by Judge Campbell, Circuit Judge, sitting as a member of the Supreme Court unanimously upheld the order of the Railroad Commission made in this cause and quashed the Writ of Certiorari.

This case is reported as Central Truck Lines vs. Railroad Commission, 147 So. 590.

5. Merchants Mutual Association, Inc., vs. Railroad Commission.

Merchants Mutual Association, Inc., obtained from the State of Florida articles of incorporation duly and legally incorporating it and authorizing it to engage in the general business of operating and carrying on

a non-profit cooperative transfer and haulage business by motor vehicles for the benefit and convenience of its members and stockholders only and to perform such service at actual cost thereof.

Thereupon it began the business of transporting property of its stockholders and members over the roads of the State of Florida without obtaining a Certificate of Public Convenience and Necessity from the Railroad Commission. The Railroad Commission, through its inspector, arrested the drivers of the trucks of the Merchants Mutual Association, Inc., and it thereupon filed its bill of complaint in the Circuit Court of the Thirteenth Judicial Circuit in and for Hillsborough County and obtained a temporary restraining order restraining the Railroad Commission and its inspectors and employees from arresting or in anywise interfering with the drivers of its motor vehicles. The bill of complaint was filed on March 1st, 1933.

On March 23, 1933, the Railroad Commission, through its counsel, filed a motion to dissolve the injunction and its answer to the bill of complaint.

This matter was argued before Judge L. L. Parks, Circuit Judge in and for the Thirteenth Judicial Circuit and on April 21, 1933, the temporary restraining order was dissolved and bill of complaint dismissed.

From this order of the Circuit Court an appeal was taken to the Supreme Court of Florida and the appellant filed a motion in the Supreme Court for an order of supersedeas and by agreement between counsel and the Court heard the parties on that motion and considered the case for disposition on the merits.

On May 30, 1933, the Supreme Court, in an opinion by Mr. Justice Buford, affirmed the order of the

Circuit Court holding that Merchants Mutual Association, Inc., in transporting property for its stockholders and members was a private contract carrier and subject to the jurisdiction of the Railroad Commission.

This case is reported as Merchants Mutual Association, Inc., vs. Matthews, 149 So. 27.

6. Atlanta & St. Andrews Bay Railway Company, et al., vs. Railroad Commission.

Upon application of the Atlanta & St. Andrews Bay Railway Company, Atlantic Coast Line Railroad Company, receivers of the Florida East Coast Railway Company and receivers of the Seaboard Air Line Railway Company, a Writ of Certiorari directed to the Railroad Commission was issued out of the Circuit Court of the Second Judicial Circuit of Florida in and for Leon County on August 1, 1933, requiring that the record and the orders of the Railroad Commission in the matter of the application of Motor Convoy Company to operate as a private contract carrier transporting Ford parts be certified to the Court for review.

Motion to quash the Writ of Certiorari was filed on behalf of the Railroad Commission and the matter was heard upon said motion and after argument by counsel the Court entered its final order on September 26, 1933, quashing the Writ of Certiorari and sustaining the Railroad Commission.

7. The National Convoy & Trucking Company vs. Railroad Commission of the State of Florida.

The National Convoy & Trucking Company filed its application with this Commission for authority to transport automobile parts under contract with the Ford Motor Company under its Certificate No. 22.

After hearing the Railroad Commission on February 15, 1933 entered its Order No. 570 denying this application on two grounds:

1st: There was no valid and enforceable contract between National Convoy & Trucking Company and the Ford Motor Company.

2nd: That the granting of this application would adversely affect transportation facilities in the territory sought to be served and to this extent would burden the highways and increase the hazard of traffic permitted to move over such highways.

The National Convoy & Trucking Company filed its petition for Writ of Certiorari in the Circuit Court of the Second Judicial Circuit in and for Leon County and Writ of Certiorari was granted.

The Railroad Commission filed its motion to quash said Writ of Certiorari on various grounds and the matter was argued before Judge E. C. Love, Judge of said Circuit Court at Quincy, Florida, on September 19, 1933.

On October 16, 1933, Judge Love granted the Motion to Quash and quashed the Writ of Certiorari for the reasons stated in a most excellent opinion accompanying his order.

After quoting in full the order of the Railroad Commission and the grounds upon which this application was denied, and calling attention to the statute which requires that the application be in writing, verified by the applicant and to specify, among other matters "a sworn copy or statement of the subject matter of the contract or contracts under which applicant desires to operate," Judge Love discusses at some length this requirement of the statute and so well states the law on this question that I think it not out of place to quote at some length from his opinion, as follows:

"In denying plaintiff's application one of the grounds assigned by respondent for its ruling was that the sworn statement purporting to set forth the contract under which plaintiff proposed to operate indicated upon its face that there was no contract between the parties.

This ruling involves two questions necessary to a determination of the correctness of the order on this phase of the case, viz:—

First: Does the Statute require that the application for a certificate authorizing the operation of motor vehicle for the transportation of persons or property as a private contract carrier for compensation on any public highway, should set forth so much of the subject matter of the contract as to make it appear upon the face of the statement that there is such a legally enforceable obligation between the parties as to constitute a valid contract?

The term 'Private Contract Carrier' *ex vi termini*, necessarily imparts the existence of a contract between the parties concerned. The statutory definition of the term 'Private Contract Carrier,' expressly states that it means 'an auto transportation company engaged in the transportation of persons or property over the public highways of this State, who is not a common carrier but transports such persons or property under contract for one or more persons, firms or corporations for compensation over such highways, where such carriage consists of continuous or recurring carriage under the same contract'. His language plainly requires the existence of a contract between the parties for such transportation. If there is no contract, then there is no 'Private Contract Carrier'.

In *Riley vs. Lawson*, 143 So. 619, text 626, it was held that

'A contract entered into by a private contract carrier, involving continuous and recurring carriage for compensation under it, involves a legally enforceable contractual obligation on the part of such private contract carrier to make a general and continuous use of the public highways in order to perform the contract.'

But in order that there may be a 'legally enforceable obligation' on the part of the carrier there must also be a corresponding legally enforceable obligation on the part of the other party to the agreement. At common law every contract not under seal requires a consideration to support it, that is some benefit to the promisor or some loss or detriment to the promisee. As thus employed 'benefit' means that the promisor has, in return for his promise, acquired some legal right to which he would not have otherwise been entitled. 'Detriment' means that the promisee has in return for the promise forborne some legal right which otherwise, he would have been entitled to exercise. A consideration then, sufficient to support an enforceable contract involves mutuality of obligation, and this element is essential to every enforceable agreement. Mutuality is lacking when only one of the contracting parties is bound to perform and the rights of the parties exist at the option of one only.

In 13 C. J. Contracts Sec. 192, it is stated in the text that 'where one party agrees to perform services and the other to accept and pay for them the contract is mutual. But when there is an agreement to perform with no collerative obligation to accept and pay, there is no binding contract.' "

Thus a contract by a railroad company to carry freight between certain points for a certain price is not mutual where the shipper did not obligate himself to ship over such road. *Missouri*, etc., R. Co., vs. *Bagley*, 60 Kan. 424; 56 Pac. 759.

In Page on Contracts Sec. 579 the author states it to be the law that if under a contract B is free not to take from A any quantity at all, or he is free to order any quantity that he sees fit to order, B's promise does not impose any legal liability on him and accordingly B's promise is no consideration for A's promise to supply B with the goods contemplated.

"An examination of the statement made by the plaintiff under oath, purporting to set out the contract or agreement under which it proposes to operate, shows that it was 'for carriage by our motor vehicles over the public highways of this State of such goods, wares and merchandise as might be entrusted by said shipper to us, for certain agreed compensation, varying at times to suit the economic situation.' Neither this provision nor any other part of the alleged contract imposes any obligation on the part of the shipper to entrust any of its goods, wares and merchandise to the plaintiff for carriage. The shipper, as far as the contract is concerned, may never offer anything to the carrier for transportation, and in the event it does fail to offer any goods for transportation by plaintiff, there is no recourse at law on the part of the plaintiff either to enforce such action or to recover damages therefor. Only as and when the shipper chooses to avail itself of the transportation facilities of the plaintiff and actually delivers goods for transportation is there any legally enforceable obligation imposed upon such shipper, and until this is done the alleged agreement is and remains merely an offer on the part of plaintiff to perform certain services, but no acceptance of such offer by the shipper. Thus the alleged contract is a mere nudum pactum on the part of the plaintiff, with no mutuality of obligation on the part of the parties thereto, and consequently imposes no legally enforceable contractual obligation on the part of either the shipper or carrier."

8. State of Florida vs. Frank B. Rawson, et. al., Injunction.

Bill of complaint was filed in the Citrcuit Court of the Twenty-fifth Judicial Circuit in and for St. Johns County, Florida, against the above named defendants by Special Counsel of the Railroad Commission and John B. L'engle, Associate Counsel, seeking an injunction against these defendants restraining them from transporting goods, wares and merchandise for hire between Federal Point in Putnam County and Hastings in St. Johns County, and between Federal Point and East Palatka in Putnam County, either in their own individual name or under the name of Florida Growers Association, or under the name of Citrus & Farm Products Association, or under any other name.

On January 30, 1933, application for injunction was argued before Judge Jackson of the Circuit Court and testimony was introduced for the said applicant. On March 6, 1933, temporary injunction was entered against these defendants.

Further order was entered on March 6, 1933. denying the motion of the defendants to dismiss the bill of complaint and appointing R. C. Dowling of Jacksonville, Florida, to take and report to the Court within ninety days such testimony and evidence as may be adduced by the parties on the merits of the bill.

On July 6, 1933, final decree was entered in this cause and the injunction entered on March 6, 1933, against these defendants was made permanent and they were perpetually enjoined and restrained from jointly, either in their own name or under the name of Florida Growers & Citrus Farm Products Association, or under any other name, from transporting for any compensation, or aiding, assisting and abetting in the transportation for any compensation of

any goods, wares and merchandise upon the public highways named in the bill of complaint.

9. Leonard vs. Sweat, Sheriff of Duval County. Writ of Habeas Corpus.

T. A. Leonard was arrested in Jacksonville, Duval County, Florida, upon a warrant issued out of the Court of the Justice of the Peace for the Seventh District of Duval County, Florida, charging him with operating a motor truck outside of the corporate limits of the municipality on the public highways transporting in said truck a gross weight in excess of 18,000 pounds including weight of said truck, contrary to the provisions of Chapter 16,085 Acts of 1933.

A Writ of Habeas Corpus was issued out of the Supreme Court of Florida on January 2, 1934, directed to Rex Sweat, as Sheriff of Duval County, commanding the said sheriff to have the body of T. A. Leonard forthwith before the Supreme Court.

The sole question involved in this case was whether or not Chapter 16,085 Acts of 1933 governed the weight allowed certificated carriers operating under authority of the Railroad Commission pursuant to Chapter 14,764 Acts of 1931, or whether the Railroad Commission under authority of said Chapter 14,764 has the right to fix the weight limit for certificated carriers.

This case was argued before the Supreme Court of Florida on January 8, 1934, and the contention was made on the part of the Railroad Commission that under the Dickinson case, decided by the Supreme Court October, 24, 1932, and reported as Dickinson vs. Cahoon, 144 So. 345, Chapter 14,764 Acts of 1931, as a regulatory measure is complete within itself and that Chapter 16,085 Acts of 1933, did not amend or repeal Chapter 14,764, and, therefore, the

Railroad Commission was authorized under Chapter 14,764 to fix the weight limit allowed its certificated carriers.

On February 21, 1934, the Supreme Court handed down its opinion that Leonard should be discharged and Mr. Justice Buford, who delivered the opinion of the Court, held that under the authority of the Dickinson case the Railroad Commission had authority under Chapter 14,764 to fix the weight allowed its certificated carriers and that nothing in Chapter 16,085 Acts of 1933 interefered with such authority of the Railroad Commission.

**10. D. C. Coleman, Sheriff of Dade County
vs. Donald Achim. Habeas Corpus.**

This case came to the Supreme Court of Florida on Writ of Error to a judgment of the Circuit Court of Dade County discharging the defendant in error in habeas corpus proceedings.

Donald Achim was arrested on the 15th day of October, 1933, and charged by an information filed in the Criminal Court of Records of Dade County for violating the provisions of Chapter 14,764 Acts of 1931 in that he was transporting passengers in a Lincoln automobile without having a Certificate from the Railroad Commission.

The main question involved was whether or not Achim was engaged in the business of transporting passengers for compensation when he made only one trip with four passengers. The Court held that if it should develop at the trial that this was a mere share expense trip voluntarily entered into between the passengers and the owner of the car the case would not come within the purview of the statute, but, if it was shown that the owner of the automobile had held himself and his automobile out to these individuals or to the public as ready, willing and able to

transport these individuals for a fixed fee or charge to constitute his compensation for so transporting them, that would constitute an individual business transaction subject to the statute. The judgment of the Circuit Court was reversed and Donald Achim was remanded to the sheriff for trial under the charge filed against him.

11. State of Florida and Florida Railroad Commission vs. United States of America and Interstate Commerce Commission in the Federal District Court of the Southern District of Florida. Injunction.

This case grew out of what is known as the 15% case 1931. The Interstate Commerce Commission after extensive hearings throughout the United States denied the application of the rail carriers for 15% increase in all freight rates but permitted increases varying from 6c per ton to 2c per hundred pounds, which were known as emergency charges.

The Railroad Commission by its Order No. 1102 dated February 23, 1932, authorized the carriers operating in Florida to make said increases effective upon their intrastate business in the State of Florida except on certain commodities listed and described in said order. The tariff carrying these increases was to expire on March 31, 1933.

The Interstate Commerce Commission, upon petition of the rail carriers, by its order dated March 7, 1933, permitted the surcharges originally authorized to be continued to September 30, 1933. The Railroad Commission denied the carriers authority to continue the surcharges on intrastate traffic. The carriers then brought a Thirteenth Section case with the Interstate Commerce Commission which was docketed by that Commission and known as No. 25973, Surcharges on Intrastate Traffic within the State of Florida.

By its order of June 6, 1933, the Interstate Commerce Commission ordered the railroads to cease and desist from practicing unjust discrimination against interstate commerce and to establish and maintain for the transportation of all traffic in intrastate commerce within the State of Florida rates which shall not be lower than the rates now in force applicable to intrastate traffic plus the surcharge so long as such surcharges are maintained on interstate traffic.

Bill of complaint was thereupon brought to set aside and annul this order and on July 20, 1933, the matter was argued before the District Court of the Southern District of Florida consisting of three judges. Interlocutory injunction was denied and before further proceedings could be had the surcharges expired by limitation on September 30, 1933, and the proceeding was thereupon dismissed.

12. Peninsular Telephone Company vs. Railroad Commission. Injunction. Federal Court for Northern District of Florida.

On October 31, 1933, the Railroad Commission by its Order No. 1163 required the Peninsular Telephone Company to make effective and observe a schedule of intrastate toll rates and by said order required the Peninsular Telephone Company to cease constructing its toll rates in the Tampa Bay area by means of turning points and use direct mileage measurement as a basis for such toll rates.

The Peninsular Telephone Company thereupon filed its bill of complaint against the Railroad Commission and on November 25, 1933, a temporary restraining order was issued by the Judge of the District Court.

On December 21st, 1933, application for interlocutory injunction was argued in Pensacola before the District Court consisting of three judges and no opinion or order has been entered upon said application.

In the meantime, and on December 22, 1933 the Railroad Commission after investigation entered its order reducing the charges on desk sets, hand sets and service connection charges. The Peninsular Telephone Company thereupon presented for filing its supplemental bill of complaint alleging the making of said order with reference to the reduction of these additional charges and made its application before the judge of the District Court at Pensacola for permission to file said supplemental bill and prayed for a temporary restraining order restraining the Commission from the enforcement of said order reducing said charges on the hand set, desk set and service connection charges.

On January 24, 1934, the District Judge denied the motion to file said supplemental bill and denied the temporary restraining order in said cause and set the said matter down for hearing before three judges for a later date to be fixed by the Court.

13. Florida Telephone Corporation vs. Florida Railroad Commission—In the District Court for the Northern District of Florida. Equity No. 228. Injunction.

This was a proceeding brought to enjoin, set aside and annul an order No. 1172 entered by the Railroad Commission on December 22, 1933, dealing with the reduction in the extra charges for service in connection with the desk set and hand set and in service connection charges.

Application for temporary restraining order was denied by the Judge of the District Court and the cause has been set down for hearing upon the application for an interlocutory injunction before a Court consisting of three judges.

14. Inter-County Telephone & Telegraph Company vs. Railroad Commission. In the

United States District Court for the Northern District of Florida. Equity No. 229. Injunction.

This is a proceeding brought to restrain and enjoin the enforcement of Order No. 1172 entered by the Railroad Commission on December 22, 1933 dealing with reduction in the charges for desk sets, hand sets and with the service connection charges.

Application for temporary restraining order was denied by the Judge of the District Court and Three Judge Court was ordered convened to hear, and consider the application for interlocutory injunction.

This application has not yet been heard.

The above and foregoing is a brief resume of the more important cases participated in and handled by your counsel before the Interstate Commerce Commission and the law Courts. This report gives no consideration to the many hearings before the Commission which your counsel attends, nor to the volume of correspondence incident to his duties, nor to the number of opinions he is called upon to render upon various phases of the regulatory law.

For the convenience of the Commission, and of those who appear before it in various cases, I have attached to this report as an appendix a list of the more important cases in which the motor vehicle statute has been construed by the Courts with a short statement of the holding of the Courts in each case.

Respectfully submitted,

THEO. T. TURNBULL,

Counsel.

APPENDIX

Cahoon vs. Smith, 99 Fla. 1174; 128 So. 632.

Court held that the provisions of Chapter 13,700 acts of 1929, that are legally applicable to private carriers for compensation are capable of being effectuated and upheld the statute as applied to private contract carriers.

(This case was reversed by the Supreme Court of the United States, *Smith vs. Cahoon*, 283 U. S. 553; 75 L. Ed. 1264).

Florida Motor Lines vs. Railroad Commission, 100 Fla. 538; 129 So. 876.

Order of Railroad Commission being exercise of quasi judicial function and final in its character held reviewable on certiorari.

Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1027; 130 So. 587.

In considering transportation company's application for Certificate of Necessity Commission should consider effect on other transportation facilities within the territory, including railroad.

In Re: Edwards, 100 Fla. 989; 130 So. 615.

Certiorari petition should set out substance of evidence where alleged illegality involves review of evidence.

Allegation that order of Railroad Commission was not supported by evidence is not sufficient to over-

turn statutory presumption that Commission's findings were reasonable and just.

Seaboard Air Line Railway Company vs. Wells, 100 Fla. 1631; 131 So. 777. (Known as the Pace Case).

Use of highways by a motor vehicle "for hire" is permitted only when public convenience and necessity require it.

Florida Motor Lines vs. State Railroad Commission, 101 Fla. 1018; 132 So. 851.

Vehicular highways are primarily designed for general public transportation and not for conducting business thereon of transporting persons or property for compensation.

Findings and conclusions of Railroad Commission should not be set aside on certiorari merely because appellate court might have reached different conclusion on evidence.

Certiorari issued to review order of Railroad Commission will be quashed where essential provisions of order do not clearly violate intentment of statutes authorizing same or organic or statutory rights.

Tyson vs. Stoutamire, 104 Fla. 505; 140 So. 454.

Statute providing that no motor vehicle shall be operated on the highway carrying more than a certain load held not in irreconcilable conflict with statute fixing different maximum weight for certificated vehicles of common carriers.

L. & N. Railroad Company vs. Matthews,
104 Fla. 603; 140 So. 469. (Second Union Bus
Case).

Review of findings and conclusion of Railroad Commission on Certiorari held not appellate in its nature so as to determine whether error was committed as on Writ of Error or appeal.

Riley vs. Lawson, 106 Fla. 521; 143 So. 619.

Private contract carrier furnishing continuous and recurring carriage held required to make application for Certificate of Public Convenience and Necessity, and the statute requiring private contract carrier to obtain Certificate of Public Convenience and Necessity from Railroad Commission held valid and not unconstitutional as discriminatory.

Dickinson vs. Cahoon, 107 Fla. 155; 144 So. 345.

"Chapter 14,764 Acts of 1931, as a regulatory Act is complete within itself and that without reference to any other statute of this State, this Chapter 14,764 dealing with certificated motor vehicles contains within its four corners all of the principles of regulation which are to be applied to those certificated vehicles falling within its purview."

Central Truck Lines, Inc., vs. Railroad Commission, Fla.....; 147 So. 590.

Railroad Commission's order granting faster time schedule in operation of motor truck line held not improper as authorizing new competitive service.

**Merchants Mutual Association vs. Matthews,
..... Fla.; 149 So. 27.**

Corporation authorized as cooperative association to transport by motor truck merchandise of stockholders held private contract carrier within statute giving the Railroad Commission supervisory jurisdiction.

Matthews vs. St. Andrews Bay Transportation Company,..... Fla.; 149 So. 648.

Railroad Commission administering statute regulating Certificates of Public Convenience has inherent power to grant rehearing of its decisions.

Leonard vs. Sweat, Sheriff—Habeas Corpus.

(Decision of Supreme Court handed down February 21, 1934—not yet reported).

Railroad Commission has authority under Chapter 14,764 to fix weight limits of certificated carriers without regard to Chapter 16,085 Acts of 1933.

Coleman, Sheriff vs. Donald Achim.

(Opinion of Court filed February 27, 1934. Not yet reported).

Bona fide share expense trip held not within purview of Chapter 14,764 Acts of 1931. Automobile owner holding himself and his automobile out to the public as being ready, willing and able to transport any number of people for a fixed fee or charge constitutes an individual transaction subject to statute.

Alkazin vs. Wells, 47 Fed. (2d) 904.

Certificate of Public Convenience and Necessity was legally demandable from interstate bus operator as prerequisite of use of highways.

OPINION

"FOR HIRE" CARRIERS "U-DRIVE-IT" CARS

The definition "Auto Transportation Company" contained in Section 1 of Chapter 14,764 Acts of 1931, embraces three classes of Carriers:

1st: Common Carriers.

2nd: Private Contract Carriers.

3rd: "Every person or corporation owning, leasing, using or exercising dominion over motor vehicles operated in the transportation of persons or property over public highways for hire, as defined in Section 1280, Compiled General Laws of 1927."

Section 1280 defines "for hire" as including all motor driven vehicles or trailers hauled by a motor vehicle in use for transporting persons or property for compensation "or such motor vehicle as may be let or rented to another for a consideration."

Section 5 of Chapter 14,764 provides that no auto transportation company shall operate any "for hire" motor vehicle on any public highway in this State in the transportation of persons or property for compensation without first having obtained from the Railroad Commission a Permit.

Under the authority of Chapter 14,764 the Railroad Commission adopted Rule No. 70, which defines "for hire" carriers and provides a method by which they may obtain a permit. In Rule 70 the definition of "for hire" carriers is identical with that contained in Section 1280.

Section 15 of Chapter 14,764, provides as follows:

"SECTION 15. Every officer, agent or employee of any corporation and every other person who violates or fails to comply with, or who pro-

cures, aids or abets in the violation of any provisions of this Act, or who fails to obey, observe or comply with any order, decision, rule or regulation, direction, demand or requirement, or any part of provision thereof or who fails to observe any regulations as to maximum speed or operation or maximum weight of load, of the Railroad Commission, or who procures, aids or abets any corporation or person in his or its failure to obey, observe or comply with any such order, maximum speed or operation, maximum weight of load, decision, rule, direction, demand or regulation, or any part or provision thereof, is guilty of a misdemeanor and is punishable by a fine not exceeding Five Hundred Dollars (\$500.00) or by imprisonment in the county jail not exceeding one year, or by both such fine and imprisonment."

It will be noted that the statute makes every person or corporation owning, leasing, using or exercising dominion over a motor vehicle operated in the transportation of persons or property a "for hire" carrier. The definition also includes motor vehicles let or rented to another for a consideration. It is to be further noted that both the statute and the rule of the Railroad Commission require that motor vehicles operated by a "for hire" carrier, or motor vehicles let or rented to another for a consideration, cannot be operated over the highways of the State transporting persons or property for compensation unless a permit shall be issued covering such motor vehicles by the Railroad Commission.

When a motor vehicle is let or rented to another for a consideration it becomes subject to the jurisdiction of the Commission and cannot be operated over the roads of the State without a permit issued by the Railroad Commission for its operation. A person or corporation owning such motor vehicle is a "for hire" carrier and must secure a permit from the Railroad Commission in order to let or rent such

motor vehicle for a consideration if it is to be operated over the highways of the State.

Therefore, a person or a corporation who is engaged in the business of renting automobiles for a consideration (as a U-Drive-It concern) is a for hire carrier under both the statute and the rules of the Commission and is required to obtain a permit covering such motor vehicle before the same can be operated over the highways of the State.

The failure of such person or corporation to apply for and obtain a "Permit" from the Railroad Commission for such operation is both a violation of the provisions of Chapter 14,764 and of the rule or regulation of the Railroad Commission which is made a misdemeanor by Section 15 of Chapter 14,764.

It is not necessary for the one who lets or rents the motor vehicle to operate. The operation of a motor vehicle without such permit is not the only misdemeanor under the Act, but the letting or renting to another for a consideration for the purpose of operation over the highways without a permit is equally a violation of the law and a failure to observe the rule of the Commission and is a misdemeanor.

SHARE EXPENSE TRIPS THE DONALD ACHIM CASE

Some confusion seems to exist as to the decision of the Supreme Court of Florida in the Achim case, especially in reference to the statement of the Court as to "Share Expense Trips".

Achim was arrested in Miami and charged by an information filed in the Criminal Court of Record with having violated the provisions of Chapter 14,764 Acts of 1931, in that he did operate a Lincoln passenger automobile transporting four passengers from Miami, Florida, to Hemp, North Carolina, and for this transportation was to be paid the sum of \$56.00. He col-

lected \$24.00 from these four passengers and was to collect the balance when he reached Tampa. He was arrested before reaching Tampa.

He claimed that he was making merely a casual or occasional trip and the State was unable to prove that he had made any prior trips or that he proposed to make any subsequent trips. Upon this evidence Judge Worth Trammell of the Criminal Court of Record for Dade County discharged Achim on Writ of Habeas Corpus. The Supreme Court reversed this decision and ordered Achim held for trial.

In ordering that Achim be held for trial the Court in part said:

"If it should be developed upon the trial that this automobile trip from Miami to Tampa and thence on to Hemp, N. C., was a joint adventure between the owner of the automobile and the four passengers as to which it was agreed that \$54.00 should be the contribution of the four passengers to the expense of trip, then the transaction would not come within the purview of the statute, but if it should be shown on the trial that the owner of the automobile had held himself and his automobile out to these individuals, or to the public from which these individuals were gathered, as being ready, willing and able to transport these individuals in the automobile from Miami, Florida, via Tampa to Hemp, North Carolina, for a fixed fee or charge to constitute his compensation for so transporting them, that would constitute an independent business transaction in which he would engage to transport each of these individuals in a motor driven vehicle over the public highways of the State of Florida for compensation and to that extent the transaction would constitute him a private contract carrier for hire. By this act he would come in direct competition with the other carriers, both private and common carriers who have complied with the statutes and paid the taxes

and fees authorizing them to engage in such business and would deprive them of the protection of the law which the State has guaranteed to them.

"One may not solicit and procure business and then successfully deny that he is engaged in such business."

The meaning of the opinion of the Court is that if there be a bona fide agreement voluntarily entered into by the parties to make an automobile trip and share expenses of such trip this transaction would not come within the purview of our statute. But, if an automobile owner by any kind of solicitation, or by newspaper advertising, or by placing placards upon his automobile, or in any way holds himself out to the public as being willing to transport passengers for a consideration, or to enter a "joint adventure" with any parties by which they agree to pay a fixed amount, even though this amount be considered as a contribution to the expenses of the trip that would constitute such a business transaction as would bring the owner of the automobile within the purview of the Act. The crux of the matter is the "holding out," or the offer to transport any person who might apply for transportation. Any method of solicitation or advertising, or holding himself out, would constitute doing business as a carrier for compensation and require a Certificate from the Railroad Commission of the State of Florida.

It was the purpose of the Legislature of 1933 that such operation would require that the motor vehicle engaged in such operation be equipped with a "For Hire" tag for the legislature of 1933 provided in Chapter 16,085 in the latter part of Section 3, under the heading "Definitions" that the definition "For Hire"

"shall be deemed to include any person, firm or corporation offering any motor vehicle for rent or for hire, or for any use as a means of trans-

portation for compensation, or by advertising same in a newspaper, or by holding same out to the public as for rent or hire, and such definition shall be deemed to include 'travel bureaus' or such persons, firms, corporations or associations, who by personal solicitation or by advertising, offer to provide transportation by motor vehicle on a 'share expense' basis."

The opinion in the Achim case is a clear statement of the law and the attempt of automobile owners, or of travel bureaus, by solicitation or any form of advertising to obtain passengers for transportation in motor vehicles under the guise of making a so called "share expense trip" is clearly a subterfuge and an evasion of the law and is condemned by this opinion.

WRECKS AND ACCIDENTS—MOTOR

I. COLLISIONS.

	Injured	Killed
1. Private car collided with bus at intersection of street	2	
2. Private car collided with truck		1
3. Private car ran into bus on highway	1	

II. DEROADMENTS.

1. Evidently asleep	1	1
2. Evidently asleep	1	
3. Evidently asleep	1	

Report of Motor Transportation Division

WORK OF INSPECTORS

The Commissioners again wish to call attention to the necessity of appropriating a large percentage of the taxes derived from auto transportation companies for the enforcement of the law.

The last Legislature appropriated only \$7,000.00 for salaries and \$8,000.00 for expenses. Under this appropriation it was necessary for the Commissioners to reduce salaries of the four Inspectors employed and limit drastically their traveling expenses. These Inspectors are located in Jacksonville, Orlando, Tampa and West Palm Beach.

Inspectors work all hours of the day and night averaging twelve hours a day, but with the vast volume of traffic moving over the roads it can readily be seen that they are not able to adequately police this traffic. The Commissioners should be empowered to employ at least five more Inspectors or a State patrol should be established.

During the year 1933 these Inspectors made 321 arrests and obtained 233 convictions. Sixty cases were acquitted or dismissed and 28 cases are still pending. In discharging their duties the Inspectors traveled 75,969 miles. In addition to enforcing the law with respect to persons not having certificates or permits the Inspectors have required regulated carriers to observe the law and the rules and regulations of the Commission.

The greatest difficulty the Inspectors have in enforcing the law against illegal carriers is proof of hauling for compensation. Issuing fake bills of lading or making fake transfers of equipment is sometimes practiced to evade the law.

We respectfully solicit fuller cooperation of county solicitors and other county and state enforcement officers in the arrest and prosecution of violators of the Motor Transportation Act.

DIGEST OF DISPOSITION OF APPLICATIONS
FOR PERMITS AND CERTIFICATES, 1933

	Granted	Denied or Dismissed
Applications for common carrier certificate	3	3
Applications for contract certificates	3	4
Applications for passenger permits (taxies)	17	3
Applications for household goods permits	4	2
Application for freight permits	4	4
Applications for change of name	2	
Applications for extensions	3	3
Applications for transfer of certf.	11	1
Applications for change of schedule....	11	3
Revisions of common and contract certf.		1
Certfs. revoked or cancelled		3
Citations for violations		12
Hearings on revision of rules		6
Certificates and permits in effect:		
Common carrier certificates		67
Contract carrier certificates		18
Passenger permits		103
Household goods and freight permits		53
Number pieces of equipment listed with the Commission:		
Certificate holders		692
Permit holders		463

ORDERS

Motor Transportation Division

Order No. 552. Certificate of Public Convenience and Necessity No. 155, heretofore issued to Tampa Warehouse Company, Tampa, Florida, Revoked, at their request. Order dated January 10, 1933.

Order No. 554. Dated January 18, 1933, Cancelling Certificate of Public Convenience and Necessity No. 117, for the reason that "For Hire" Permit No. 3, has been issued to Walker Storage & Van Company of Atlanta, Georgia.

Order No. 555. Revoking Certificate of Public Convenience and Necessity No. 23, issued to E. L. DeVane, doing business as Glades Express, of Lake Worth, Florida., for failure to pay mileage taxes. January 31, 1933.

Order No. 556. Dismissing citation against Florida Keys Motor Lines, Inc., for failure to pay mileage taxes. January 31, 1933.

Order No. 557. Cancelling Certificate of Public Convenience and Necessity No. 79, issued to John L. and Roscoe Atkins of Wimauma, Florida, for the reason that contracts have been cancelled and the said John L. and Roscoe Atkins have been forced to discontinue the schedule authorized to be operated under Certificate No. 79. January 26, 1933.

Order No. 558. Granting authority to Henry J. Redd of Tallahassee, Florida, to lay over in Monticello, Florida, after meeting the midnight "Southland" train and return to Tallahassee after arrival of said train at 6:00 A. M., the following morning; provided there are no passengers desiring to return to

Tallahassee, and provided further that he will furnish adequate transportation to such passengers desiring to come from Tallahassee to Monticello for the purpose of meeting the morning train arriving at Monticello on or about 6:00 o'clock. January 20, 1933.

Order No. 559. Dismissing citation against Hawsey Bus Service of Brewton, Alabama, for failure to pay mileage taxes. February 3, 1933.

Order No. 560. Denying application of State Express, Inc., for approval of additional contract with Armour & Company, Wilson & Company and Service Warehouse Company. January 31, 1933.

Order No. 561. Revoking Certificate of Public Convenience and Necessity No. 82, heretofore issued to J. T. Long, and subsequently alleged to have been transferred to State Express, Inc., for violations of the law and rules and regulations of the Railroad Commission, and the terms and conditions of Certificate of Public Convenience and Necessity No. 82. January 31, 1933.

Order No. 562. Denying application of Warehouse, Inc., of Tampa, Florida, for Certificate of Public Convenience and Necessity authorizing it to engage in contract carriage transporting freight for Proctor & Gamble Distributing Company, Diamond Match Company, Welch Grape Juice Company and Rumford Company. January 31, 1933.

Order No. 563. Setting for hearing amended application of Union Bus Company of Jacksonville, Florida, for Certificate of Public Convenience and Necessity to operate an extension of its present service between Jacksonville, Florida, and Marianna, Florida, to Florida-Alabama line over State Highway No. 6, destination Dothan, Alabama, down for hearing before the Railroad Commission at its Hearing Room in the Supreme Court Building, Tallahassee,

on Tuesday, March 7th, 1933, at 10 o'clock A. M. February 17, 1933.

Order No. 564. Revoking Certificate of Public Convenience and Necessity No. 71, granted to Arthur S. Burgess, Ocala, Florida. January 25, 1933.

Order No. 565. Granting application of Blue Bus Lines to reestablish a bus service between Arcadia and Tampa formerly operated by Tamiami Trail Tours, Inc., same to be effective January 30, 1933, for a period of ninety days upon condition that if the earnings at the end of ninety days warrant a continuance of the service that the same shall be continued upon approval of this Commission. January 27, 1933. Schedule shall be as follows:

Leave Arcadia 8:00 AM. Arrive Tampa 10:55 AM.
Leave Tampa 4:00 PM. Arrive Arcadia 6:55 PM.

Order No. 566. Revoking that part of Certificate of Public Convenience and Necessity No. 110, issued to Mrs. Aileen Green of DeLand, Florida, which authorizes the operation over the highways from DeLand, Florida, to Crows Bluff Landing in Lake County on Sundays, Wednesdays and Fridays of each week. January 12, 1933.

Order No. 567. Granting authority to H. J. Redd, Tallahassee, Florida, to increase the passenger fare between Tallahassee and Monticello from \$1.25 to \$1.50 per trip. February 10, 1933.

Order No. 568. Revising Rule No. 60, of the Rules and Regulations of the Railroad Commission relating to Private Contract Carriers. February 13, 1933.

It is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Rule No. 60, Private Contract Carriers, be and

the same is hereby amended to read as hereinafter set forth, and the same is hereby promulgated and made effective as a rule of this Commission, to-wit:

"RULE 60. PRIVATE CONTRACT CARRIERS.—No private contract carrier, whose carriage of freight or passengers is recurring or continuous under the same contract, shall operate any motor vehicle for the transportation of persons or property for compensation on any public highway in this State, without first having obtained from this Commission a Certificate that Public convenience and necessity requires such operation.

In determining public convenience and necessity the Commission will consider: (a) the effect that the granting of such Certificate may have upon transportation facilities within the territory sought to be served by the applicant; (b) congestion of traffic on the highway likely to be caused by the granting of the Certificate; (c) the effect that the granting of the Certificate will have on the safety of traffic moving on the highways under such operation in relationship to other private or public traffic permitted by law to move over the same road or in the same territory; and (d) the adverse effect, if any, the granting of the Certificate will have upon transportation as a whole within said territory.

Applications for Certificates of Public Convenience and Necessity in private contract carriage will be heard on application and notice as provided by law when such application shall be filed in writing verified by the applicant and specifying the following matters:

- (1) The name and address of applicant and the names and addresses of its officers, if any.
- (2) Public highway or highways over which the applicant desires to operate.
- (3) The kind of transportation, whether passenger or freight, in which applicant intends to

engage, together with a brief description of each vehicle which applicant desires to use, including the seating capacity thereof, if busses, or the tonnage thereof, if trucks, and including specifically the size and weight of such vehicles.

The original or verified copy of the contract under which the applicant desires to operate must be filed with application. In lieu of the original or sworn copy of the contract applicant may file a statement sworn to by both parties to the contract that such contract has been entered into by the parties, and stating the subject matter of such contract, which shall embrace the date, expiration date, kind of freight to be transported, the consideration of the contract, and the points from which and to which said freight is to be transported.

The application must also evidence the agreement on the part of the applicant to conform with and abide by all rules and regulations which may be lawfully prescribed by the Railroad Commission in respect to such carriage.

All Certificates of Public Convenience and Necessity granted in respect to private contract carriage will be limited to the carriage mentioned in the application, and covered by the contract and to the specific routes involved. Additional contract of carriage or extensions or variations in the routes must be submitted to the Commission as new applications. Certificates of Public Convenience and Necessity issued to private contract carriers shall expire by limitation upon the expiration of the contract under which the applicant has been authorized to operate, unless the Commission upon satisfactory evidence of the extension or renewal of such contract shall extend the expiration date of such Certificate.

Where Certificates are issued in private contract carriage the bond or insurance coverage required by law will be conditioned for the protection of the pub-

lic against injury growing out of the operation of motor vehicles on the public highways. No cargo insurance will be required.

All applications for certificates in private contract carriage must be accompanied by a deposit of \$50.00 as required by law. The Commission will not consider any such application or incur the expense of notice and hearing until such deposit is made."

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 13th day of February, 1933.

Order No. 569. Authorizing Union Bus Company to operate over so much of the route of the Colonial Stages South, Inc., as lies in the State of Florida, and in accordance with the schedules set out in or attached to said lease agreement, dated January 31, 1933, by and between Colonial Stages South, Inc., and Union Bus Company; provided, that such operations shall be in conformity with the laws of the State of Florida and the Rules and Regulations of this Commission. February 15, 1933.

Order No. 570. Denying application of National Convoy & Trucking Company for authority to transport automobile parts under contract with the Ford Motor Company under its Certificate of Public Convenience and Necessity No. 122. February 15 1933.

Order No. 571. Denying petition of Ferris Warehouse & Storage and Caldwell Bonded Warehouse, Inc., for modification of Rule No. 59, and of the third paragraph of the Commission's Order concerning reciprocal agreement with other States. February 13, 1933.

Order No. 572. Amending Rule No. 67, of the Rules and Regulations of the Railroad Commission,

governing Weight of Motor Vehicles operated on the highways of the State of Florida by Auto Transportation Companies under Certificates of Public Convenience and Necessity issued by this Commission. March 14, 1933.

It is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Rule No. 67—WEIGHT OF MOTOR VEHICLES be amended to read as follows, and the same is hereby adopted, promulgated and put into effect, to-wit:

“RULE NO. 67—GROSS WEIGHT OF MOTOR VEHICLES. Certificates of Public Convenience and Necessity, in common carriage of property shall authorize a gross weight for any single unit of 20,000 pounds. Provided; where such unit is equipped with modern air brakes or vacuum booster brakes, axle specifications and dual rear wheels with oversize tires of such dimensions as to meet the requirements of the Commission as to road surface contact and highway conservation a ten per cent (10%) overweight is hereby allowed to enable such carrier to better serve the convenience and necessity of the public in taking on and discharging cargo at intermediate points on its route, and as a safeguard against errors and mistakes arising from inability to always obtain the exact weight of such additional cargo.

Certificates of Public Convenience and Necessity in private contract carriage of property and permits issued to “for hire” carriers of property shall authorize a maximum gross weight of 20,000 pounds for any single unit.

Gross weight as used herein means total weight of vehicle and load.

The carriage by any unit in any class of service of a greater pay load than 12,000 pounds is unlaw-

ful. A tractor and semi-trailer is considered as one unit."

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 14th day of March, 1933.

Order No. 573. Granting application of Atlanta-Florida Motor Lines, Inc., of Jacksonville, Florida, for Certificate of Public Convenience and Necessity to operate as an interstate common carrier transporting freight from Jacksonville to the Georgia-Florida line over Highway No. 4, ultimate destination Atlanta, Georgia. March 10, 1933.

Order No. 574. Granting application of Warehouse, Inc., for a Certificate of Public Convenience and Necessity to operate as a private contract carrier for compensation distributing the contents of pool cars shipped into Tampa by Proctor & Gamble Distributing Company only, and throughout the territory and over the routes described in its application. March 9, 1933.

Order No. 575. Revoking that part of Certificate of Public Convenience and Necessity No. 80, issued to St. Johns River Line, authorizing the operation from Sanford to Leesburg. March 11, 1933.

Order No. 576. Fixing penalties for violation of the law and rules of the Commission, in Citation dated February 7, 1933, to St. Johns River Line Company. March 11, 1933.

Order No. 577. Approving joint petition of Florida Keys Motor Lines, Inc., and Florida Motor Lines, Inc., for the transfer and assignment of Certificate No. 154, heretofore issued to Florida Keys Motor Lines, Inc., covering the transportation of passen-

gers and light express only, to Florida Motor Lines, Inc. March 11, 1933.

Order No. 578. Granting Certificates of Public Convenience and Necessity to E. R. Woodbury, operating as Overseas Transportation Company, and that public convenience and necessity will be best served by the transfer of that part of Certificate No. 146, now held and owned by Florida Keys Motor Lines, Inc., to E. R. Woodbury, doing business as Overseas Transportation Company, and the joint petition for approval of such transfer and assignment be and the same is hereby granted, and the said Overseas Transportation is authorized to operate under such Certificate the following schedule:

Leave Miami 8:00 am. Wed. Arr. Key West 7:00 pm.

Arr. Key West 6:00 am. Fri. Arr. Miami 5:00 pm.

Dated March 11, 1933.

Order No. 579. Approving joint petition of Red Line Transportation Company and University City Transfer Company, Inc., for approval of the transfer of Certificate No. 97, from the Red Line Transportation Company to University City Transfer Company, Inc. March 11, 1933.

Order No. 580. Approving joint petition of Strickland Transportation Company, Inc., and Central Truck Lines, Inc., for transfer of that portion of Certificate No. 10, or any other Certificate of Public Convenience and Necessity issued to the Strickland Transportation Company, Inc., covering operations from Tampa to Bushnell via Lutz, Denham, Lake Jovita, Dade City, Trilby, Lacoochee, Webster, Center Hill and intermediate points, and from Bushnell and return via Zephyrhills and intermediate points, which said operations are included in schedule No. 8, of the Strickland Transportation Company effective October 19, 1931, to Central Truck Lines, Inc., effective March 1, 1933. Order Dated February 23, 1933.

Order No. 581. Approving joint petition of Star Truck Line and Central Truck Lines, Inc., for the approval of the transfer from Star Truck Line to Central Truck Lines, Inc., of all rights and title of the said Star Truck Line under Certificate No. 37, in and to the routes and schedules from Tampa to Wildwood via Lake Jovita, Dade City, Lacoochee, Bushnell, Coleman and intermediate points and return from Wildwood via Center Hill, Webster, Zephyrhills, and intermediate points. February 23, 1933.

Order No. 582. Denying joint application of Strickland Transportation Company, Inc., and W. C. Dowling, to transfer certain Certificate rights, acquired from W. C. Dowling, back to W. C. Dowling. February 28, 1933.

Order No. 583. Denying petition of Atlantic Coast Line Railroad Company, Southern Railway Co., Receivers of Florida East Coast Railway and Receivers of Seaboard Air Line Railway, to reconsider, set aside, revise, amend and change Order No. 572, heretofore entered on March 14, 1933, in the matter of Adoption of Rules and Regulations governing the weight of motor vehicles operated on the highways of the State of Florida by auto transportation companies under Certificates of Public Convenience and Necessity issued by this Commission. March 30, 1933.

Order No. 584. Reinstating Certificate of Public Convenience and Necessity No. 23, issued to E. L. DeVane, doing business as Glades Express, Lake Worth, Florida, this 30th day of March, 1933.

Order No. 585. Granting application of Ed and Mary Kettner as Glades K. Motor Line, to operate *one round trip daily* between West Palm Beach and Clewiston in lieu of *double daily schedule* as now operated. It represented that the proposed schedule will permit it to connect closely with Florida Motor Line busses in the morning north and south bound and in the

afternoon both north and south bound, and that such change would be for the convenience of the public and better serve public convenience and necessity than their present schedule. March 21, 1933.

Order No. 586. Fixing penalties against J. A. Pittman, doing business as Pittman Truck Line, who was cited to appear before the Commission on Tuesday, February 21, 1933, at 10 o'clock A. M., for violation of the law and rules of the Railroad Commission in his operation under Certificate of Public Convenience and Necessity No. 124.

Order No. 587. Amending Rule No. 47, "Baggage Storage," of the Rules and Regulations of the Railroad Commission. March 31, 1933.

It is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that Rule No. 47, "Baggage Storage" be amended to read as follows, and the same is hereby promulgated, adopted and put into effect, to-wit:

"RULE No. 47.—BAGGAGE STORAGE. Each piece of baggage or property, either inbound or outbound, checked, remaining at agency stations will be stored for the first twenty-four hours without charge. After the first twenty-four hours storage may be charged for each succeeding twenty-four hours as follows; a fraction of a day to be counted as a full day:

Hand baggage, 10c per day for 24 hours for each piece.

Trunks and heavy baggage, 25c per day of 24 hours each for each piece.

Except that baggage or property will be held free when received at any hour Saturday and claimed before same hour the following Monday.

If not claimed within the time specified, storage will commence twenty-four hours after receipt of the baggage or property. Legal holidays will be treated the same as Sundays. When a legal holiday falls on Saturday or Monday, or is observed on either of those days, the Sunday and the legal holiday combined will be treated the same as Sunday. No deduction will be made for Sundays or legal holidays after storage has begun."

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 31st day of March, 1933.

Order No. 588. Transferring Certificate No. 178 from A. V. Kennedy & Company, Waycross, Georgia, to K. & L. Transporting Company, Inc., a Georgia corporation, the officers of the K. & L. Transportation Co., being the same as A. V. Kennedy & Company, and the operations the same. Dated March 31, 1933.

Order No. 589. Amending Florida Motor Carrier Freight Classification No. 2 to provide for Brushes, Vegetable or Wood Fibre, in Boxes, barrels or crates, as set forth in Supplement No. 3, to Florida Motor Carrier Freight Classification No. 2, and that Supplement No. 3, be authorized and approved for application to Florida intrastate traffic by Common Carrier Motor Transportation Companies operating under certificate from the Florida Railroad Commission. Order and Supplement No. 3, shall take effect on May 1st, 1933. Order No. 589 dated April 20, 1933.

Order No. 590. Granting certificate of Public Convenience and Necessity to L. R. Powell, Jr., and H. W. Anderson, receivers of Seaboard Air Line Railway, authorizing the operation of combination bus and truck between Monticello and Drifton over State Road No. 11, for the purpose of transporting passengers, mail and express on the following schedule:

DAILY

Leave Monticello 1:15 pm. Arrive Drifton 1:35 pm.
 Leave Drifton 2:25 pm. Arr. Monticello 2:45 pm.

ADDITIONAL SUNDAY SCHEDULE

Leave Monticello 7:45 am. Arrive Drifton 8:05 am.
 Leave Drifton 8:10 am. Arr. Monticello 8:25 am.
 Order dated April 20, 1933.

Order No. 591. Granting temporarily suspension of the operations over route between Gainesville and Perry, Florida, for a period of three months from the date of this Order. Dated April 20, 1933.

Order No. 592. The Union Bus Company permitted to withdraw its application to suspend service between Gainesville and Cedar Keys and that it be permitted and authorized to operate the following schedule effective May 1st, 1933.

PM.			PM.
3:30	Lv. Palatka	Ar.	2:45
4:10	Lv. Interlachen	Lv.	2:05
4:30	Lv. Hawthorne	Lv.	1:45
5:00	Ar. Gainesville	Lv.	1:15
AM.			AM.
7:00	Lv. Gainesville	Ar.	11:59
7:30	Lv. Archer	Lv.	11:40
7:50	Lv. Bronson	Lv.	11:20
8:08	Ar. Otter Creek	Lv.	11:00
8:12	Lv. Otter Creek	Lv.	11:00
8:55	Ar. Cedar Keys	Lv.	10:30
AM.			AM.

Order dated April 20th, 1933.

Order No. 593. In re; Petition of the City of Arcadia for an order protecting its streets: Wherefore, it is Considered, Ordered and Adjudged by the Railroad Commission of the State of Florida that the

gross load to be transported over said streets of Arcadia, which are a part of the highway system of the State of Florida, by certificated motor carriers under its jurisdiction on any single unit be and the same is hereby limited to 16,000 pounds; Provided, that in order to meet emergencies arising in discharging and taking on cargo, and in serving public convenience and necessity, motor vehicles used in common carriage are hereby permitted a ten per cent (10%) overload but in no event shall such overload be construed to entitle said motor vehicles to regularly transport in excess of the said 16,000 pounds. Order dated April 20, 1933.

Order No. 594. In the matter of the Rates of the A. B. C. Transfer Company and the Central Florida Transportation Company between Jacksonville and Orlando, Fla. It is Ordered that Tariff R. R. C. No. 3, of the A. B. C. Transfer Company be and it is hereby Cancelled, effective on the effective date of this Order.

It is further Ordered that on and after the effective date of this Order the joint rates of the Central Florida Transportation Company and the A. B. C. Transfer Company, on classes and commodities between Jacksonville, Florida, and Orlando, Florida, shall be constructed by using the local rates of the Central Florida Transportation Company between Jacksonville and Sanford, Florida, as published in Central Florida Transportation Company's F. R. C. No. 1, and the local rates of the A. B. C. Transfer Company between Sanford and Orlando, Florida, as published in Florida Motor Carrier Class, and Commodity Tariff "A", and from the sum of the combination of such two locals shall be deducted 10%, as required by Rule 19 of the Freight Rules of this Commission. It is further Ordered that on joint traffic via the two above named lines between Jacksonville and Orlando, Florida, Florida Motor Carrier Freight Classification No. 2 shall be applied.

It is further Ordered that until further notice the Central Florida Transportation Company and the A. B. C. Transfer Company may apply between Jacksonville and Orlando, Florida, a rate of 30c per 100 pounds on Petroleum and Petroleum Products, any quantity.

Order dated April 27, 1933, *effective May 8, 1933.*

Order No. 595. By Order No. 576 the St. Johns River Line Company was found guilty of certain violations of the law and the rules and regulations of the Railroad Commission and penalties were assessed against said company as follows: Revocation of Certificate of Public Convenience and Necessity No. 80, or payment of fine. Fine has been paid to the State Treasurer and St. Johns River Line Company is hereby permitted to continue its operations as a common carrier of freight under its Certificate No. 80. Order dated March 31, 1933.

Order No. 596. Amending Order No. 595, to read as follows:

3. That on joint traffic between Jacksonville, Fla., and Orlando, Fla., via the Central Florida Transportation Company, and the A. B. C. Transfer Company, there shall be applied the following Classification:

Southern Class. No. 50; Notes B, 94 and 95 of Exceptions No. 10 to Southern Class No. 50; Florida Classification No. 8; Florida Intrastate Exceptions No. 3, supplements thereto and successive issues of the aforesaid publications.

It is further Ordered that until further notice the Central Florida Transportation Company and the A. B. C. Transfer Company may apply between Jacksonville, Florida, and Orlando, Florida, the following Commodity Rates:

	Per 100 lbs.
Canned Goods, C. L., Northbound only .....	.18

Canned Goods, L. C. L., Southbound only .....	.45
Petroleum and Petroleum Products, A. Q .....	.30
Iron and Steel Articles, taking Special Iron Rates, Car Load .....	.25
Sugar, in barrels, sacks and cases, A. Q. ....	.29
Potatoes, 150 lb. bags or barrels, per package ....	.34

This Order shall take effect on May 12, 1933. Order dated May 9th, 1933.

Order No. 597. Deyning application of Miami For Hire Cars Association, Inc., Miami, Florida, for a Certificate of Public Convenience and Necessity to operate passenger cars transporting passengers as a common carrier between Miami and Jacksonville, Florida, serving intermediate points. Order dated March 31st, 1933.

Order No. 598. By Order No. 586 the Pittman Truck Line was found guilty of violation of the law and rules and regulations of the Railroad Commission and his Certificate No. 124 was ordered revoked or payment of a fine. Fine has been paid to the State Treasurer and Pittman Truck Line is hereby permitted to continue its operations under Certificate of Public Convenience and Necessity No. 124. Order dated April 27, 1933.

Order No. 599. Granting application of Motor Convoy Co., Atlanta, Ga., for a Certificate of Public Convenience and Necessity to engage exclusively in interstate commerce transporting parts and accessories of Ford Motor Company from Atlanta, Ga., to the various dealers in Florida over the various highways of the State of Florida. May 4, 1933.

Order No. 600. Approving joint application of Public Hiway Transport, Inc., and L. & L. Freight Lines, Inc., for the transfer of Certificate of Public Convenience and Necessity Nos. 112 and 24 to L. & L. Freight Lines, Inc. June 6, 1933.

Order No. 601. Approving joint application of Coast to Coast System, Inc., and Coast to Coast Truck

Express, Inc., for the approval of the transfer of Certificate No. 52 and of all assets of the Coast to Coast Truck Express Co., to Coast to Coast System, Inc. May 5, 1933.

Order No. 602. Granting application of St. Johns River Line, Co., to make certain changes in present schedule, as follows: (1) Reduce its present schedule between Jacksonville and New Smyrna from three trips a week to two trips a week operating on Tuesdays and Thursdays. (2) To change its operation between Sanford and Daytona so as to operate over Highway No. 3, from Sanford to DeLand and thence over Highway No. 21 to Daytona. (3) To operate between Ocala and Leesburg over Highway No. 2, with closed doors in order to expedite service from Astor to Ocala and from Astor to Leesburg. Cancelling authority granted to operate between Sanford and Daytona over State Road No. 57, via Osteen to New Smyrna, thence over Highway No. 4, to Daytona. May 5, 1933.

Order No. 603. Citation—Howard T. Dell, of Jacksonville, Fla., Passenger Permit, for failure to file Mileage Reports and pay Mileage tax. Dated June 26, 1933.

Order No. 604. Citation—Campbell's Rent-a-Car Service, West Palm Beach, Fla., Passenger Permit, for failure to file Mileage Tax Reports and pay Mileage Tax and for failure to keep insurance on file. Dated June 26, 1933.

Order No. 605. Citation—Hansberger Motor Transportation Co., Atlanta, Ga., for violation of the law and rules and regulations of this Commission and the terms and conditions of Certificate No. 126. Dated June 26, 1933.

Order No. 606. Citation—Pace Truck Line—Jacksonville, Fla., Hearing of citation dated February

21, 1933, on July 11, 1933, for failure to file annual report and pay mileage tax and file mileage tax reports as required by the law and rules of this Commission. Dated June 26, 1933.

Order No. 607. Revoking authority granted in Order No. 396, dated November 5, 1931, to R. L. Walker and E. B. Hutchenson, to engage in transportation of household goods.

Order No. 608. Approving joint petition of Central Truck Lines, Inc., and Indiana Highway Express, Inc., for approval of transfer of Certificate No. 113 from Indiana Highway Express, Inc., to Central Truck Lines, Inc. Order dated June 29, 1933.

Order No. 609. Authorizing Lane's Transfer, Bainbridge, Ga., to abandon its present route from Jacksonville over State Road No. 1, to Lake City, and thence over Road No. 2 to the Georgia line, and to substitute therefor a route from Jacksonville to the Georgia State line over Highway No. 4, and to operate daily except Sunday over such route, the schedule described as follows:

Leave Bainbridge	11:00 A. M.
Arrive Fla-State Line	
Road No. 4	9:30 P. M.
Arrive Jacksonville	11:00 P. M.
Leave Jacksonville	2:00 A. M.
Arrive Fla.-State Line	3:30 A. M.
Arrive Bainbridge	2:00 P. M.

Order dated June 27, 1933.

Order No. 610. Finding Hansberger Motor Transportation Company guilty of charges set out in Citation No. 605, and fixing penalties for such violations. Order dated July 19, 1933.

Order No. 611. Revoking Certificate of Public Convenience and Necessity No. 83, heretofore issued to Pace Truck Line, for violation of the rules

and regulations of this Commission and the law, as charged in Citation dated June 26, 1933. Order dated July 14, 1933.

Order No. 612. Denying application of Kinzie Fruit Company, Charlotte, N. C., for Certificate of Public Convenience and Necessity to operate in contract carrier service transporting automobile tires from Charlotte, N. C., to Tampa, Florida. Dated September 1, 1933.

Order No. 613. Granting re-hearing upon the original application of St. Johns River Line Co., for authority to substitute service over State Road No. 65, and No. 3, serving Fort Mason, Mount Dora, Eustis, Tavares and Leesburg and to enlarge this service from Friday of each week to a Daily service, and that the said re-hearing of said original application be and the same is hereby set down for October 5, 1933. Further ordering St. Johns River Line Co., to continue this operation in and by virtue of Order No. 575 until the further hearing upon its application and a further order of this Commission. Order dated September 14, 1933.

Order No. 614. Affirming its findings and judgment made and entered by its Order No. 570, dated February 15, 1933, wherein application of National Convoy & Trucking Company for authority to transport automobile parts under contract with Ford Motor Company was Denied. Order dated July 18, 1933.

Order No. 615. In the matter of Handling Interstate Traffic by Common Carrier Trucks operating in the State of Florida. Order effective 1st of October, 1933. Order dated September 22, 1933.

Order No. 616. Approving joint petition of Moores-Batsford & Son Transfer Co., of DeLand, Florida, and St. Johns River Line Co., Jacksonville, for

approval of transfer and sale of Certificate No. 100 from Moores-Batsford & Son Transfer Co., to St. Johns River Line Co. Order dated September 14, 1933.

Order No. 617. Approving joint petition of transfer of Certificates Nos. 39 and 43, from Carl C. McLeod to McLeod Line, Inc. Order dated March 11, 1933.

Order No. 618. Granting application of Central Truck Lines, Inc., to operate over State Road No. 5 between High Springs and Dunnellon via Newberry, Archer, Williston and Juliette, in the transportation of freight destined for points in South Florida and for Dunnellon and points south of Dunnellon. Order dated September 14, 1933.

Order No. 619. Granting application of Union Bus Company, Jacksonville, Florida, to operate in Interstate commerce only between Marianna, Florida, and the Alabama-Florida State line, destination Dothan, Ala., on the following schedule: Leave Marianna 2:30 PM Arrive Dothan 3:30 PM; Leave Marianna 5:30 AM Arrive Dothan 6:30 AM on Northwest Bound Schedule. On Southeast Bound Schedule; Leave Dothan 9:15 PM; Arrive Marianna 10:15 PM; Leave Dothan 12:45 PM, Arrive Marianna 1:45 PM. Order dated October 5, 1933. Order effective September 28, 1933.

Order No. 620. Granting joint application of Hood Coach Lines, Inc., Atlanta, Georgia, and W. G. Blanchard operating as Jacksonville-Waycross Motor Line of Jacksonville, Florida, to transfer Certificate of Public Convenience and Necessity No. 47, from Jacksonville-Waycross Motor Line to Hood Coach Lines, Inc. Order dated October 6, 1933.

Order No. 621. Granting joint application of Hawsey Bus Service, Brewton, Alabama, and Capital Motor Lines, Inc., to transfer Certificate of Public

Convenience and Necessity No. 81, from Hawsey Bus Service to Capital Motor Lines, Inc. Order dated October 6, 1933.

Order No. 622. Granting application of Arthur S. Burgess, Ocala, Florida, for a Certificate of Public Convenience and Necessity to operate as a contract carrier transporting meats and other packing house products under contract with Kingan & Co., from Ocala to Groveland, Clermont, Winter Garden, Plymouth, Zellwood and Apopka, and to return empty into Ocala. Order dated October 6, 1933.

Order No. 623. Dismissing application of Newhall Truck Line, Tampa, Florida, for extension of certificate No. 68, to include an operation from Ocala, Fla., to Jacksonville, Fla., transporting for Standard Oil Co., under contract, for lack of prosecution. Order dated October 6, 1933.

Order No. 624. In the matter of the adjustment of rates of the St. Johns River Line Co., between points on Tampa Bay and between points on Tampa Bay and points on the Manatee River, also the adjustment of rates for Certificated Common Carriers by Motor Vehicle, from to and between points where such motor carriers directly compete with the St. Johns River Line Co., at points on Tampa Bay and on the Manatee River. Order dated October 18, 1933, and effective November 1, 1933.

Order No. 625. Granting application of Teche Lines, Inc., to combine its Certificate of Public Convenience and Necessity Nos. 18 and 25. To operate over the same routes and furnish the same service under authority of Certificate No. 18, as it heretofore operated under both Certificates of Public Convenience and Necessity Nos. 18 and 25. Order dated October 20, 1933.

Order No. 626. In the matter of the adjustment of rates of the St. Johns River Line Co., between

points on Tampa Bay, etc. That the effective date of Order No. 624, dated October 18, 1933, is hereby extended to December 1, 1933, except such parts of said Order as may be made effective by Order No. 626. Dated October 26, 1933.

Order No. 627. Denying application of Hood Coach Lines, Inc., for approval of certain schedules to be added. Granting that part of application to make certain minor changes in their present schedules and operate on the following schedule:

Stations	Northbound	Southbound
Jacksonville	3:30 PM 11:00 AM	1:00 PM 7:00 PM
Callahan	4:10 PM 11:45 AM	12:20 PM 6:30 PM
Hillard	4:30 PM 11:59 AM	12:01 PM 6:00 PM
Ga.-Fla.		
State Line	4:45 PM 12:15 PM	11:45 AM 6:45 PM

Order No. 628. Granting Motion to vacate Order No. 114, dated August 10, 1929, in the matter of application of A. B. C. Transfer Co., for operation from Orlando to Sanford, Fla., in connection with the Sanford-Jacksonville Boat Line over State Highway No. 3, under Certificate of Public Convenience and Necessity No. 107, and dismissing the proceedings. Order dated October 27, 1933.

Order No. 629. Granting application of L. & L. Freight Lines, Inc., for approval to consolidate schedules as shown in their Time Table No. 1, Schedules Nos. 1, 2, 3, 4, 5, 6, 7, and 8 on file with the Commission. Order dated October 27, 1933.

Order No. 630. Denying application of Jacksonville-Waycross Motor Line, Jacksonville, Fla., to lease to Hood Coach Line, Atlanta, Ga., a certain schedule between Jacksonville and the Ga.-Fla. line now operated by Jacksonville-Waycross Motor Line. Order dated August 24, 1933.

Order No. 631. Granting application of Ramsey Bros. Truck Line, Jacksonville, Fla., for exten-

sion of its operations from Jacksonville to Palatka and on to Hastings over State Road No. 14. Order dated August 24, 1933.

Order No. 632. Denying application of T. F. Taylor, Moultrie, Ga., for Certificate of Public Convenience and Necessity to operate an auto transportation Company as a contract carrier of freight under contract with Swift & Co. Order dated August 24, 1933.

Order No. 633. Dismissing Citation charges in Order No. 610, upon payment of fine by Hansberger Motor Transportation Company. Order dated August 1, 1933.

Order No. 634. Revoking Certificate of Convenience and Necessity No. 58, issued to West & Son, Inc., Jacksonville, Fla., for violation of the provisions of Section 16, Chapter 14764, Laws of Florida 1931 by failure to pay mileage tax. Order dated October 21, 1933.

Order No. 635. Dismissing citation contained in Order No. 624, dated June 26, 1933, against Campbell's Rent-a-Car Service, West Palm Beach, Florida. Order dated July 25, 1933.

Order No. 636. In the matter of the adjustment of rates of the St. Johns River Line Co., between points on Tampa Bay, etc. That the effective date of Order Nos. 624, and 626, shall be December 15, 1933, instead of December 1, 1933. Order dated November 27, 1933.

Order No. 637. Denying application of Merchants Mutual Association, Inc., Arcadia, Florida, for a Certificate of Public Convenience and Necessity to operate as a private contract carrier. Order dated November 29, 1933.

Order No. 638. In the matter of the adjustment of rates of the St. Johns River Line Co., between

points on Tampa Bay, etc. That the effective date of Order Nos. 624, 626, to be December 31, 1933. Order dated December 8, 1933.

Order No. 639. In the matter of the adjustment of rates of the St. Johns River Line Co., between points on Tampa Bay, etc. That the effective date of Orders Nos. 624 and 626 shall be January 1, 1934. Order dated December 28, 1933.

Order No. 640. Citation against Brown's Motor Freight Lines, Inc., Jacksonville, Florida, for violations of the law and rules of the Railroad Commission in its operations under Certificate of Public Convenience and Necessity No. 91, and extensions thereof, to appear before the Commissioners January 17, 1934. Order of Citation dated December 29, 1933.

Order No. 641. Denying application of McLeod Line, Inc., for changes in schedules between Tampa and Orlando and Orlando and Tampa. Order dated November 29, 1933.

Order No. 642. Granting application of Acme Freight Lines, Inc., Jacksonville, Fla., for Certificate of Public Convenience and Necessity to operate as a common carrier transporting freight between Jacksonville and the Georgia-Florida State line in interstate commerce only, over State Road No. 1, to Lake City, and thence over State Road No. 2, to the Georgia line. Order dated December 15, 1933. Certificate issued February 27, 1934.

Order No. 643. Granting application of L. C. Chastain, doing business as Chastain Transfer Line, Thomasville, Ga., to operate an Auto Transportation Company transporting freight in interstate carriage only, between Tallahassee, Florida, and the Georgia-Florida State line operating over Florida State Highway No. 10, and on a schedule of two days per week. That is to say, leaving Tallahassee on Tuesday at

12:30 PM and returning on Wednesday arriving at Tallahassee on or about 2:30 PM. Order dated December 14, 1933.

Certificate has not been issued.

Order No. 644. Denying application of J. A. Pittman, of Pensacola, Florida, operating as Pittman Truck Line, for an extension of his Certificate of Public Convenience and Necessity No. 124, to authorize the operation of two regular schedules per week from Pensacola via Cottondale to Panama City, Fla., using State Road No. 20, from Cottondale to Panama City, Florida. Order dated December 15, 1933.

Order No. 645. Denying Motion of Central Truck Lines, Inc., A. C. L. Railroad Company, S. A. L. Railway Co., and F. E. C. Railway to vacate Order No. 575, Docket No. 100-10, of March 11, 1933, made in the matter of the application of St. Johns River Line Company for alternate operation between Leesburg and Astor under Certificate No. 80. Order dated December 15, 1933.

THE FOLLOWING PERMITS HAVE BEEN GRANTED

PERMIT NO. 1. Passenger—Guy Swan, St. Cloud, Florida.

PERMIT NO. 2. Household Goods only, interstate, John J. Woodside, Atlanta, Ga.

PERMIT NO. 3. Transporting household goods only, over no fixed routes between Atlanta and points in Fla. Walker Storage & Van Co., Atlanta, Georgia.

PERMIT NO. 4. Baggage—Yellow Cab Co., of Miami, Fla.

PERMIT NO. 5. Transporting household goods only, between Columbus and points in Fla., over no fixed routes—Burnham Furniture Company of Columbus.

PERMIT NO. 6. Transporting household goods and store and office fixtures only—Zorn Transfer & Storage Co., Palatka, Florida.

PERMIT NO. 7. Passenger—Charles B. Tracy, Daytona Beach, Fla.

PERMIT NO. 8. Passenger—C. L. McLarty, Daytona Beach, Fla.

PERMIT NO. 9. Passenger—Mrs. Ida W. Kibbe, Palm Beach, Fla.

PERMIT NO. 10. Passenger—Harold H. Hatfield, Daytona Beach, Fla.

PERMIT NO. 11. Passenger—James H. Cusick, Daytona Beach, Fla.

PERMIT NO. 12. Passenger—Ridgway Transfer Co., Inc. Daytona Beach, Fla.

PERMIT NO. 13. Passenger—Fulford Transfer & Storage Co., Orlando, Fla.

PERMIT NO. 14. Passenger—Standard Automobile Co., Inc., Daytona Beach, Fla.

PERMIT NO. 15. Passenger—Coutures Motor Corp., Miami, Fla.

PERMIT NO. 16. Freight—Ben Haywood, Tampa, Florida.

PERMIT NO. 17. Passenger—George Eddie Phillips, Miami, Fla.

PERMIT NO. 18. Passenger—George E. Pennell, Palm Beach, Fla.

PERMIT NO. 19. Passenger—Harold F. Upton, W. Palm Beach, Fla.

PERMIT NO. 20. Passenger—Gould Raymond, Daytona Beach, Fla.

PERMIT NO. 21. Passenger—Miami for Hire Assoc., Inc., Miami, Fla.

PERMIT NO. 22. Passenger—Campbell's Rent-a-Car-Service, W. Palm Beach, Fla.

PERMIT NO. 23. Passenger—Michael Tobak, Palm Beach, Fla.

PERMIT NO. 24. Jules Planes, Palm Beach, Passenger service.

PERMIT NO. 25. Passenger—Jacob Dabolin, Palm Beach, Fla.

PERMIT NO. 26. Passenger—Palm Beach Driveur-Self, Palm Beach, Fla.

PERMIT NO. 27. Passenger—David Murphy, Palm Beach, Florida.

PERMIT NO. 28. Passenger—Sidney Rodney, Palm Beach, Florida.

PERMIT NO. 29. Passenger—George William Richart, Palm Beach, Florida.

PERMIT NO. 30. Passenger—Frank H. Young, Palm Beach, Fla.

PERMIT NO. 31. Passenger—Harry Hawkey, Palm Beach, Fla.

PERMIT NO. 32. Passenger—Elmer Horne, Palm Beach, Fla.

PERMIT NO. 33. Passenger—James R. Wilson, Palm Beach, Fla.

PERMIT NO. 34. Passenger—Yellow Cab Co., of Miami, Inc., Miami, Fla.

PERMIT NO. 35. Passenger—Hertz Drivurself Stations of Florida, Miami, Florida.

PERMIT NO. 36. Passenger—John F. Bass, Green Acres City, Fla.

PERMIT NO. 37. Passenger—Rayford E. Seyle, W. Palm Beach, Fla.

PERMIT NO. 38. Passenger—Flamingo Taxi-SERVICE, Inc., Miami, Fla.

PERMIT NO. 39. Passenger—Alex McKay, Miami Beach, Florida.

PERMIT NO. 40. Passenger—Red Top Cab & Baggage Co., Miami, Fla.

PERMIT NO. 41. Passenger—Rayborn B. Henley, W. Palm Beach.

PERMIT NO. 42. Passenger—Daniel E. Schoonmaker, Daytona Beach.

PERMIT NO. 43. Passenger—J. T. Havens, Poinciana Transfer Co., Palm Beach, Florida.

PERMIT No. 44. Passenger—Ball-U-Drive Service, Inc., Miami.

PERMIT NO. 45. Passenger—George W. Bennett, W. Palm Beach.

PERMIT NO. 46. Passenger—Henry Asendorf, Ormond Beach.

PERMIT NO. 47. Freight—R. L. Hull, Ft. Lauderdale, Fla.

PERMIT NO. 48. Passenger—Oscar Sanders, Daytona Beach.

PERMIT NO. 49. Passenger—Seabreeze Garage & Taxi Co., Daytona Beach.

PERMIT NO. 50. Passenger—C. G. Thompson, Miami Beach, Fla.

PERMIT NO. 51. Passenger—Harrington Mills, Daytona Beach.

PERMIT NO. 52. Passenger—Usher Garage & Taxi, Inc., Miami, Fla.

PERMIT NO. 53. Passenger—St. Augustine Transfer Co.

PERMIT NO. 54. Passenger—J. E. Tinsley, Miami, Florida.

PERMIT NO. 55. Passenger—C. K. Allison, Miami, Florida.

PERMIT NO. 56. Passenger—John F. Allison, Miami, Florida.

PERMIT NO. 57. Passenger—C. L. Armstrong, W. Palm Beach, Fla.

PERMIT NO. 58. Passenger—Andie Wacker, Palm Beach, Fla.

PERMIT NO. 59. Passenger—W. A. Riley, Hollywood, Florida.

PERMIT NO. 60. Passenger—P. B. Gibson, Miami, Florida.

PERMIT NO. 61. Passenger—Annie Segal, Coral Gables, Florida.

PERMIT NO. 62. Passenger—Walter Shannon, Daytona Beach, Fla.

PERMIT NO. 63. Passenger—Warren Kenneth Kneeland, Ormond, Fla.

PERMIT NO. 64. Passenger—Baumgardner Bros., U-Drive-It-Co., Miami, Florida.

PERMIT NO. 65. Passenger—Lester's Rent-A-Car, Miami, Fla.

PERMIT NO. 66. Passenger—Springer Motor Co., Hollywood, Fla.

PERMIT NO. 67. Passenger—Jack B. Hever, St. Petersburg, Fla.

PERMIT NO. 68. Passenger—Henry J. Clich, St. Petersburg, Fla.

PERMIT NO. 69. Passenger—W. H. Gilbert, St. Petersburg, Fla.

PERMIT NO. 70. Passenger—Harry Jones, St. Petersburg, Fla.

PERMIT NO. 71. Passenger—Thos. E. Williams, St. Petersburg, Fla.

PERMIT NO. 72. Passenger—Mrs. Myrtle Gunter, St. Petersburg, Fla.

PERMIT NO. 73. Passenger—Henry Isrial, St. Petersburg, Fla.

PERMIT NO. 74. Passenger—Orrin M. Nimmons, St. Petersburg, Fla.

PERMIT NO. 75. Passenger—J. A. Walker, St. Petersburg, Fla.

PERMIT NO. 76. Passenger—Hugh R. Owens, St. Petersburg.

PERMIT NO. 77. Passenger—Joseph R. Riffle, St. Petersburg.

PERMIT NO. 78. Passenger—Elmer Dyer, St. Petersburg.

PERMIT NO. 79. Passenger—Joe Frank, St. Petersburg.

PERMIT NO. 80. Passenger—A. F. Hinde, St. Petersburg.

PERMIT NO. 81. Passenger—George Helmich, W. Palm Beach.

PERMIT NO. 82. Passenger—Charles E. Wilcox, Hollywood.

PERMIT NO. 83. Passenger—Dan Boyd, Hollywood.

PERMIT NO. 84. Passenger—R. Ernest Lowe, Ormond, Fla.

PERMIT NO. 85. Freight—Household Goods and Furniture. Brandon Transfer & Storage Co., W. Palm Beach, Fla.

PERMIT NO. 86. Passenger—Brooks Wise, W. Palm Beach.

PERMIT NO. 87. Household Goods and Store Fixtures. Holland Transfer Co., Lakeland, Florida.

PERMIT NO. 88. Passenger—Reliable Motor Corp., Miami B.

PERMIT NO. 89. Passenger—Howey Company, Howey-in-the-Hills Points of origin limited to Miami, Tampa, Daytona Beach and St. Petersburg, Fla.

PERMIT NO. 90. Freight—E. A. Zipperer, Madison, Fla.

PERMIT NO. 91. Passenger—Albert William Meyers, Miami.

PERMIT NO. 92. Passenger—Travis G. Jackson, St. Petersburg.

PERMIT NO. 93. Passenger—Bernard Chauncey, St. Petersburg.

PERMIT NO. 94. Passenger—Daytona Motor Co., Daytona Beach.

PERMIT NO. 95. Passenger—George Henry Rines, Palm Beach.

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PERMIT NO. 96. Passenger—Carl Mundy, Miami, Florida.

PERMIT NO. 97. Passenger—Joseph J. Farrell, Miami, Fla.

PERMIT NO. 98. Passenger—Martin Minehan, Hollywood, Fla.

PERMIT NO. 99. Passenger—Sigmund Berger, Miami, Fla.

PERMIT NO. 100. Passenger—Ralph Tobin, Hollywood, Fla.

PERMIT NO. 101. Passenger—J. C. Gilbert, Hollywood, Fla.

PERMIT NO. 102. Passenger—E. R. Deuchare, Hollywood, Fla.

PERMIT NO. 103. Passenger—Henry A Cook, St. Petersburg.

PERMIT NO. 104. Passenger—Henry Schwartz, Miami Beach.

PERMIT NO. 105. Passenger—William Charles Kroha, W. Palm B.

PERMIT NO. 106. Passenger—Causey Taxi Service, Inc., Lake Wales, Florida.

PERMIT NO. 107. Passenger—U-Drive-It of Miami, Inc.

PERMIT NO. 108. Freight—Hudson Transfer, Columbus, Ga.

PERMIT NO. 109. Household, Ftr. Fixtures—Barker Warehoues, Atlanta.

PERMIT NO. 110. Household Ftr. Fixtures—Anderson's Fireproof Storage Co., Brooklyn, N. Y.

PERMIT NO. 111. Passenger—L. E. Barlow, Orlando, Fla.

PERMIT NO. 112. Passenger—Florida Tours Co., Jacksonville, Fla.

PERMIT NO. 113. Passenger—Issued to Wm. F. Norfleet, Hollywood, Florida.

PERMIT NO. 114. Passenger—Jacksonville Baggage & Cab Co., Inc., Jacksonville, Fla.

PERMIT NO. 115. Passenger—Allen A. Varney, Inc., St. Petersburg, Florida.

PERMIT NO. 116. Freight & Household—W. S. Powell, Lakeland, Fla.

PERMIT NO. 117. Passenger—Hill's, Inc., St. Petersburg, Fla.

PERMIT NO. 118. Household Goods—Thompson's Transfer Co., Savannah, Georgia.

PERMIT NO. 119. Household Goods—Ace Transfer, St. Petersburg, Fla.

PERMIT NO. 120. Passenger—William Butler, Jacksonville, Fla.

PERMIT NO. 121. Passenger—Leon Chapman Lantz, Jacksonville, Fla.

PERMIT NO. 122. Furniture & Household Gds. Twiss Transfer Co., St. Petersburg, Florida. "Route" From St. Petersburg, Florida, only, to interstate points only.

PERMIT NO. 123. Burgess Transfer, Ocala, Florida, Permit Household goods.

PERMIT NO. 124. Howard T. Dell, Jacksonville, Florida. Permit to transport passengers.

PERMIT NO. 125. Caldwell Bonded Warehouse, Inc., Tampa, Florida. Household goods permit.

PERMIT NO. 126. Smith Transfer Co., East Point, Ga. Household Goods permit.

PERMIT NO. 127. W. E. Triebeck, 230 E. 7th St., Jacksonville, Florida. Passenger operation.

PERMIT NO. 128. CHASTAIN TRANSFER COMPANY, Thomasville, Georgia. Household Goods, dated August 13, 1932.

PERMIT NO. 129. HERBERT H. MILLS, Daytona Beach, Florida. Household Goods and property, dated September 16, 1932.

PERMIT NO. 130. SUDDATH MOVING & STG., CO., Tampa, Florida. Household goods only from Tampa, Florida. Granted December 8, 1932.

PERMIT NO. 131. DANIEL SCHOONMAKER, Daytona Beach, Florida. Passenger, December 15, 1932.

PERMIT NO. 132. PEARL B. GIBSON, Miami, Florida, Passenger, December 15, 1932.

PERMIT NO. 133. CHARLES B. TRACY, Daytona Beach, Florida, Passenger, January 1, 1933.

PERMIT NO. 134. C. R. LINDABURY, Miami Beach, Fla., Passenger, January 20, 1933.

PERMIT NO. 135. BLUE & GRAY CAB COMPANY, Miami, Florida, Passenger, January 20, 1933.

PERMIT NO. 136. HARWOOD BRACEWELL, Miami, Fla., Passenger, January 20, 1933.

PERMIT NO. 137. EDWARD M. COLTON, Miami Beach, Florida, Passenger, January 26, 1933.

PERMIT NO. 138. H. C. PLOOF, Doing business as H. C. PLOOF TRANSFER, South Jacksonville, Fla., to transport building and contractors' material from Jacksonville and South Jacksonville to points in the Jacksonville territory where such transportation is purely incidental to the transfer business of said H. C. Ploof, doing business as H. C. Ploof Transfer. February 20, 1933.

PERMIT NO. 139. WHITE STAR LINE, Ocala Florida, to transport from Ocala, Florida, household goods under the provisions of Rule 59 and heavy machinery as heretofore authorized by Certificate No. 66; also livestock and farm products from points adjacent to Ocala, Florida, when such transportation is purely incidental to the transfer business of said White Star Line. (Certificate No. 66, granted by Order No. 68, October 9th, 1929, has been ordered CANCELLED.) Permit issued February 20, 1933.

PERMIT NO. 140. FLOYD V. HULL & HENRY KARDONSKY, doing business as Growers & Shippers Transfer, Pompano, Florida, to haul farm products consisting of vegetables and seed beans from Pompano, Florida, only, to some point beyond the limits of Pompano; that they shall not solicit regular trips for the purpose of transporting farm products, consisting of vegetables and seed beans for compensation to points in the state of Florida on the routes of or served by common carriers, either rail or motor. Permit issued February 21, 1933.

PERMIT NO. 141. JAMES FRANK GATLIN, Jacksonville, Florida, to transport freight, issued February 21, 1933.

PERMIT NO. 142. CHESTER E. GRISWOLD, Miami, Florida, passenger permit, issued February 24, 1933.

PERMIT NO. 143. SAMUEL MARKS, Miami Beach, Fla., Passenger permit, issued February 27, 1933.

PERMIT NO. 144. LEO FINNEY, Jacksonville, Florida, Passenger permit, issued March 14, 1933.

PERMIT NO. 145. JAMES H. THOMAS, St. Petersburg, Florida, Passenger Permit, issued March 14, 1933.

PERMIT NO. 146. A. T. HINDE, St. Petersburg, Florida, Passenger Permit, issued March 16, 1933.

PERMIT NO. 147. Issued to Aero Mayflower Transit Company, Indianapolis, Indiana, to engage in transportation of Household Goods, Inter-state only, subject to Rule 59, of the Rules and Regulation of this Commission. Issued June 1, 1933.

PERMIT NO. 148. Issued to City Driv-Ur-Self Co., Jacksonville, Florida, Passenger. Issued June 8, 1933.

ORDER NO. 149. Granting Permit 149 to Arthur S. Burgess, Ocala, Florida, to transport Household Goods, subject to Rule 59, of the Rules and Regulations of this Commission, also to transport miscellaneous freight, principally seed to farms and farm products from farms, within a radius of fifty (50) miles of the City of Ocala, Florida, to points not served by Common Motor or Rail Carriers. September 15, 1933.

ORDER NO. 150. Granting Permit No. 150, to Charles Prevatt, Ft. Myers, Florida, to transport Household Goods, subject to Rule 59, of the Rules and Regulations of this Commission, also to transport fruits and vegetables from producing or assembly points to shipping points of either rail, water or motor carriers, or over routes not served by common carriers. October 12, 1933.

ORDER NO. 151. Granting Permit No. 151, to Clyde P. Smith, Hastings, Florida, to haul Fertilizer

and Seed from the Florida East Coast Railway depots and other Common Carrier depots, at Hastings, Palatka, East Palatka, Elkton, Espanola, to the farms in and adjacent to these points; that Clyde P. Smith shall not solicit regular trips for the purpose of transporting farm products consisting of fertilizer and seed for compensation to points in the State of Florida on the routes of or served by common carriers, either rail or motor. October 12, 1933.

ORDER NO. 152. Granting Permit No. 152, to R. Tilden, Jacksonville, Florida, to transport Passengers. October 16, 1933.

ORDER NO. 153. Granting Permit No. 153, to C. B. Franklin, Ft. Myers, Florida, to transport Household Goods, subject to Rule 59, of the Rules and Regulations of this Commission, also to transport Fertilizer and other Farm and Grove commodities to points in the rural area surrounding Fort Myers, Fla., over routes not served by Common Carriers, either rail or motor. October 16, 1933.

ORDER NO. 154. Granting Permit No. 154, to Leon Chapman Lantz, Jacksonville, Florida, to transport Passengers. November 22, 1933.

ORDER NO. 155. Granting Permit No. 155, to Theodore T. Taylor, Orlando, Florida, to transport Passengers. December 14, 1933.

ORDER NO. 156. Granting Permit No. 156, to Mark Menna, Jacksonville, Florida, to transport passengers. December 18, 1933.

NOTE:

Permit No. 85 issued to Brandon Transfer & Storage, West Palm Beach, Florida, under date of December 22, 1932, is hereby extended to include the hauling of unusual transportation of heavy machinery, steel and equipment requiring special moving vehicles,

limited to the provisions of Rule No. 59, as to points of origin and destination of said shipment. Dated April 1, 1933.

ORDERS CANCELLING PERMITS

ORDER NO. C-1. Kennith W. Trowbridge, Miami, Florida. Application for Permit to transport passengers was dismissed March 29, 1932, for failure to appear and prosecute his application.

ORDER NO. C-2. William E. Kavanaugh, West Palm Beach, Fla. Application for Permit dismissed March 29, 1932, for failure to appear and prosecute his application.

ORDER NO. C-3. Geo. W. Bennett, W. Palm Beach, Florida. Application for Permit cancelled at request of applicant, same being No. 45, on February 28, 1932.

ORDER NO. C-4. Geo. W. Phillips, Miami, Florida. Withdrew application and joined Miami for Hire Car Association. Order dated Jan. 26, 1932.

ORDER NO. C-5. Harold D. Laird, West Palm Beach, Florida. Cancelling application for Permit.

ORDER NO. C-6. Wm. F. Pendleton, Valdosta, Georgia. Application for Permit Denied on the grounds that the applicant does not come within the qualifications of Chapter 14,764 Acts of 1931, defining a "for hire" carrier. April 15, 1932.

ORDER NO. C-7. Canceling Permit No. 88, issued to Reliable Motor Corp., Miami, Florida.

ORDER NO. C-8. Herbert H. Mills, Daytona Beach, Fla. Denied on the grounds that applicant desires to

engage in a common carrier operation and is not entitled to a Permit as a "for hire" carrier. Dated April 15, 1932.

ORDER NO. C-9. Cancelling Permit No. 65, issued to Lester's Rent-a-Car Service, Miami, Fla.

ORDER NO. C-10. Dismissing application for Permit of Gertrude J. Rollings, at her request, for a permit to transport passengers.

ORDER NO. C-11. Canceling Permit No. 98, issued to Martin Minehan, Hollywood, Florida.

ORDER NO. C-12. Canceling Permit No. 70, issued to Harry Jones, St. Petersburg, Florida.

ORDER NO. C-13. Canceling Permit No. 80, issued to A. F. Hinde, St. Petersburg, Florida.

ORDER NO. C-14. Denying application for Permit of the Miami Transit Company, Miami, Florida.

ORDER NO. C-15. Canceling Permit No. 101, issued to J. C. Gilbert, Hollywood, Florida.

ORDER NO. C-16. Canceling Permit 102, issued to E. R. Deuchare, Hollywood, Florida.

ORDER NO. C-17. Canceling Permit No. 26, issued to Palm Beach Driv-ur-Self, W. Palm Beach, Fla.

ORDER NO. C-18. Canceling Permit 96, issued to Carl Mundy, Miami, Florida.

ORDER NO. C-19. Canceling Permit 29, issued to Geo. William Richart, Palm Beach, Florida.

ORDER NO. C-20. Canceling Permit No. 15, issued to Coutures Motor Corp., Miami, Florida.

ORDER NO. C-21. Canceling Permit No. 100, issued to Ralph Tobin, Hollywood, Florida.

ORDER NO. C-22. Canceling Permit 86, issued to Brooks Wise, W. Palm Beach, Florida.

ORDER NO. C-23. Alex McKay, Miami Beach, Permit No. 39. Passenger.

ORDER NO. C-24. Florida Tours Co., Jacksonville, Fla. Passenger. Permit No. 112.

ORDER NO. C-25. Daniel E. Schoonmaker, Daytona Beach, Florida, Permit No. 42. Passenger.

ORDER NO. C-26. Alfred Jacobson, Winter Park, Fla. Permit No. 108, Passenger.

ORDER NO. C-27. P. B. Gibson, Miami, Florida. Permit No. 60. Passenger.

ORDER NO. C-28. R. Ernest Lowe, Ormond, Florida. Permit 84. Passenger.

ORDER NO. C-29. Mrs. Myrtle Gunter, St. Petersburg, Florida, Permit No. 72. Passenger.

ORDER NO. C-30. Joseph A. Riffle, St. Petersburg, Florida. Permit No. . Passenger.

ORDER NO. C-31. James H. Cosick, Daytona Beach, Fla. Passenger permit No. 11.

ORDER NO. C-32. Cancelling Permit No. 126, issued to SMITH TRANSFER COMPANY, East Point, Georgia, at their request. Dated August 22, 1932.

ORDER NO. C-33. Cancelling Permit No. 69, issued to W. A. GILBERT, St. Petersburg, Florida. Dated September 22, 1932.

ORDER NO. C-34. Cancelling application for Per-

mit of Halifax Transfer Co., Daytona Beach, November 12, 1931, for lack of prosecution.

ORDER NO. C-35. Cancelling application for Permit of Edgar B. Hutchenson, Plant City, Florida, December 9, 1931, for lack of prosecution.

ORDER NO. C-36. Cancelling application for Permit of Silas Washington Long and Theodore Long, Lakeland, Florida, November 12, 1931, for lack of prosecution.

ORDER NO. C-37. Cancelling application for Permit of Clifford Franklin Green, Jacksonville, Fla., December 9, 1931, for lack of prosecution.

ORDER NO. C-38. Cancelling application of W. L. Boyd, Panama, City, Fla., for Permit, for lack of prosecution. Dated November 12, 1931.

ORDER NO. C-39. Cancelling application for Permit of Joseph W. Robinson, Daytona Beach, Fla., December 9, 1931, for lack of prosecution.

ORDER NO. C-40. Cancelling application of Will Thompson, Stuart, Florida, for a Permit, for lack of prosecution. December 9, 1931.

ORDER NO. C-41. Cancelling application of Geo. Tubell, Daytona Beach, Florida, for a Permit, for lack of prosecution. December 9, 1931.

ORDER NO. C-42. Cancelling application for permit of Biscayne Chevrolet Co., Daytona Beach, for lack of prosecution, December 9, 1931.

ORDER NO. C-43. Cancelling application for Permit of National Drive-ur-Self Co., Miami, Fla., for lack of prosecution, December 9, 1931.

ORDER NO. C-44. Cancelling application of William James Knaus, Miami, Florida, for Permit,

for lack of prosecution, December 9, 1931. Date of Order September 30, 1932.

ORDER NO. C-45. Cancelling application for permit of Charles B. Veach, Miami, Florida, for lack of prosecution, December 9, 1931. Date of Order September 30, 1932.

ORDER NO. C-46. Cancelling application for permit of Green Cab Co., Inc., Miami, Florida, for lack of prosecution, December 9, 1931. Date of Order September 30, 1932.

ORDER NO. C-47. Cancelling application for permit of Edward Crettenden, Coral Gables, Fla., for lack of prosecution, December 9, 1931. Date of Order September 30, 1932.

ORDER NO. C-48. Cancelling application for Tom Allen, Stuart, Florida, for Permit, for lack of prosecution, December 9, 1931. Date of Order September 30, 1932.

ORDER NO. C-49. Cancelling application for Permit of Daniel Franklin Knox, Miami Beach, Fla., for lack of prosecution, December 9, 1931. Date of Order September 30, 1932.

ORDER NO. C-50. Granting withdrawal of application for Permit of Brocketts Transfer, Bainbridge, Ga., October 28, 1932.

ORDER NO. C-51. Cancelling Permit No. 7, issued to Charles B. Tracey, Daytona Beach. Dated October 29, 1932.

ORDER NO. C-52. Cancelling Permit No. 90, issued to E. A. Zipperer, Madison, Florida. Dated November 4, 1932.

ORDER NO. C-53. Granting withdrawal of application of Carolina Transfer Company, Charlotte, N. C. Dated December 1, 1932.

ORDER NO. C-54. Cancelling Permit No. 23, issued to Michael Tobak, West Palm Beach, Florida. Dated March 17, 1932.

ORDER NO. C-57. Cancelling For Hire Permit No. 30, issued to Frank H. Young, Palm Beach, Florida, to transport passengers. February 7, 1933.

ORDER NO. C-58. Cancelling For Hire Permit No. 64, issued to Baumgardner Bros. U. Drive-it-Service Company of Miami, Florida, to transport passengers. February 9, 1933.

ORDER NO. C-59. Cancelling For Hire Permit No. 106, issued to Causey Taxi Service, Inc., Lake Wales, Florida, to transport passengers. February 9, 1933.

ORDER NO. C-60. Cancelling For Hire Permit No. 89, issued to W. J. Howey Company, Howey-in-the-Hills, Florida, to transport passengers. April 30, 1932.

ORDER NO. C-61. Cancelling For Hire Permit No. 75, issued to L. A. Walker, St. Petersburg, Florida, to transport passengers. February 16, 1933.

ORDER NO. C-62. Granting withdrawal of application of Fireproof Stg. Co., Savannah, Ga., for Permit to transport furniture.

ORDER NO. C-63. Cancelling For Hire Permit No. 109-A, issued to W. W. Abercumbie, Daytona Beach, Florida, to transport passengers. April 3, 1933.

ORDER NO. C-64. Cancelling For Hire Permit No. 137, issued to Edward M. Colton, Miami Beach, to transport passengers. March 17, 1933.

ORDER NO. C-65. Cancelling For Hire Permit No. 121, issued to Leon Chapman Lantz, Jacksonville, Florida, to transport passengers. April 4, 1933.

ORDER NO. C-66. Cancelling For Hire Permit No. 129, issued to Herbert H. Mills, Daytona Beach, Florida, to transport passengers. February 15, 1933.

ORDER NO. C-67. Cancelling For Hire Permit No. 92, issued to Travis G. Jackson, St. Petersburg, Florida, to transport passengers. April 4, 1933.

ORDER NO. C-68. Cancelling For Hire Permit No. 55, issued to C. K. Allison, Miami, Florida, to transport passengers. April 10, 1933.

ORDER NO. C-69. Cancelling For Hire Permit No. 97, issued to Joseph J. Farrell, Miami Beach, Florida, to transport Passengers. March 28, 1933.

ORDER NO. C-70. Cancelling For Hire Permit No. 123, issued to Burgess Transfer, Ocala, to transport Household Goods. April 24, 1933.

ORDER NO. C-71. Cancelling For Hire Permit No. 49, issued to Seabreeze Garage & Taxi, Daytona Beach, Florida, to transport passengers. May 1, 1933. This Permit was Temporarily suspended June 1, 1932.

ORDER NO. C-72. Cancelling For Hire Permit issued to Oscar Sanders, Daytona Beach, Fla., No. 48, to transport passengers. May 10, 1933. This Permit was Temporarily Suspended June 1, 1932.

ORDER NO. C-73. Cancelling Permit No. 116, issued to Waldo S. Powell, Lakeland, Household and combination freight. Dated May 26, 1933.

ORDER NO. C-74. Cancelling Permit No. 56, issued to John F. Allison, Miami, Florida, Passenger. Dated May 31, 1933.

ORDER NO. C-75. Cancelling Permit 136, issued to Harwood Bracewell, Miami, Florida, March 30, 1933. Passenger permit.

ORDER NO. C-76. Cancelling upon request Household Goods Permit No. 118, issued to Thompson's Transfer, Savannah, Ga. January 8, 1934.

ORDER NO. C-77. Cancelling Permit No. 157, issued to Dime Taxi Co., Inc., Jacksonville, December 23, 1933.

ORDER NO. C-78. Cancelling Permit No. 135, issued to Blue and Gray Cab Co., Miami, upon request. January 31, 1934.

CONTRACT CARRIER LIST

NAME	ADDRESS
Benton Bros. Transfer Co..	612 Houston Street Jacksonville, Fla.
Blue's Truck Line	Live Oak, Florida.
Burgess, Arthur S.	Ocala, Florida.
Cooper Truck Line	Rt. 5, Box 94, Jacksonville, Florida.
Florida Express Company	622 Houston St. Jacksonville, Fla.
Florida Highway Express Co.	Madison & Brush Sts. Tampa, Florida.
Goodell Bros. Truck Line	Lake City, Florida.
Green Transfer Co.	1102 Ashley St. Tampa, Florida.
Holstun & Sons	Ocala, Fla.

James, Susie G.	Tampa, Florida.
National Convoy & Trucking Co.	1921 Clarkson St. Jacksonville, Fla.
Newhall, John E.	Standard Oil Plant, No. 1, Tampa, Florida.
Nutt, John P. Co.	612 N. Edison St. Tampa, Florida.
Ridgeway Transfer Co., Inc.	Daytona Beach, Fla.
Tropical Transfer Co.	349 E. Third St. Jacksonville, Fla.
Robinson's Transfer	621 N. Lexington Ave. Orlando, Fla.
Warehouse, Inc.	Tampa, Fla.

COMMON CARRIERS

T—Denotes Truck.	B—Denotes Bus.
NAME	ADDRESS
B—Andrews, Mrs. B. L.	Dothan, Alabama.
T—A. B. C. Transfer Co.	63 W. Jefferson St. Orlando, Florida.
T—Atlanta-Florida Motor Lines, Inc.	1931 Clarkson St. Jacksonville, Fla.
T—Adams Truck Line	119 Whiting St. Tampa, Florida.

T—W. L. Akins Transpt. Co., Inc.	1418 W. Church St. Jacksonville, Fla.
T—Atlantic Coast Line R. R. Co.	Port Tampa, Fla.
B—Bailey's Bus Line	Palatka, Fla.
T—Bee Line Transfer	237 S. Water St. Tampa, Fla.
T—Brown's Motor Freight Lines, Inc.	Foot Newman St. Jacksonville, Fla.
B—Coastal Transport Co.	1600 Fountain Square Bldg. Cincinnati, Ohio.
T—Coast to Coast System, Inc.	410 Security Bldg. Miami, Florida.
B—Capital Motor Lines	311 Bibb St. Montgomery, Ala.
B—Coleman Motor Lines	Tifton, Ga.
T—C. & H. Transfer & Stg. Co.	Ft. Lauderdale, Fla.
T—Central Truck Lines, Inc.	2173 5th Ave. S. E. St. Petersburg, Fla.
B—Camel Lines, Inc.	601 Virginia St. Charleston, W. Va.
B—Colonial Stages South, Inc.	Jacksonville, Fla.
(leased and operated by Union Bus Co.)	
T—Edwards Truck Line	708 Whiting St. Tampa, Florida.

T—Elliott-Young Cons. Inc.	418 Bunker Road W. Palm Beach, Fla.
B—East Coast Stages, Inc.	Gillett Bldg. Baltimore, Md.
T—Five Transportation Co.	301 Gloucester St. Brunswick, Ga.
B—Florida Motor Lines, Inc.	1020 Barnett Nat'l Bank Bldg, Jacksonville, Fla.
T—Fogarty Bros, Transf. Co., Inc.	824 12th Ave. Bradenton, Fla.
T—Florida East Coast Ry. Co.,	St. Augustine, Fla.
B—Green, Mrs. Aileen	DeLand, Fla.
T—Green Bros. Transf. Co.	P. O. Box 3509 Clearwater, Fla.
T—Griffis Truck Line	Wauchula, Fla.
B—Gulf Coast Motor Lines, Inc.	Tampa, Fla.
B—Gulf Crescent Motor Lines, Inc.	Gainesville, Fla.
T—Hansberger Motor Transpt. Co.	564 Stuart Ave, S. W. Atlanta, Ga.
T—Hartline Truck Line	1808 Jetton Ave. Tampa, Fla.
B—Hood Coach Lines, Inc.	57 Harris St. N. W. Atlanta, Ga.
T—Hunt Truck Line	Lakeland, Fla.

T—Highway Transportation Co.	Blountstown, Fla.
T—Independent Transfer Co.	1212 New Castle St. Brunswick, Ga.
B—Ed and Mary Kettner	127 Sea Spray Ave. W. Palm Beach, Fla.
T—K. & L. Transportation Co., Inc.	802 Ava St. Waycross, Ga.
T—L. & L. Freight Lines	1418 W. Church St. Jacksonville, Fla.
T—Lane's Transfer	Bainbridge, Ga.
B—Lee's Coach Line	Marianna, Fla.
T—Leigh Truck Line	New Port Richey, Fla.
T—Matthews, D. H., Truck Line	259 N. W. 4th St. Miami, Fla.
B—McJunkin, Wayne F.	P. O. Box 194 Fernandina, Fla.
T—McLeod Line, Inc.	Lee Terminal Whse. Tampa, Florida.
B—Myers, Fred W.	1161 N. W. 2nd St. Miami, Florida.
T—M. & E. Transfer Stg. Co.,	P. O. Box 1413 Ft. Lauderdale, Fla.
T—Over Seas Transpt. Co.	20 N. W. 2nd St. Miami, Fla.
(B operation leased from Fla. Motor Lines.)	
T—Peters Truck Line	186 W. King St. St. Augustine, Fla.

T—Pittman Truck Line	Pensacola, Fla.
T—Ramsey Bros. Truck Line	P. O. Box 1133 Jacksonville, Fla.
B—Redd, Henry J.	Tallahassee, Fla.
T—Sheetz, Francis B.	Bank Bldg. Jacksonville Beach, Fla.
T—Seaboard Air Line Ry. Co., Receivers	Norfolk, Va.
B—Southeastern Greyhound Lines, Inc.	67 Ellis St. E. Atlanta, Ga.
T—St. Johns River Line Co.	Foot Ocean St. Jacksonville, Fla.
B—St. Andrews Bay Transpt. Co.	Panama City, Fla.
T—Star Truck Line	Orlando, Fla.
T—Strickland Transpt. Co., Inc.	204 12th St. Tampa, Fla.
(leased to Coast to Coast System, Inc.)	
T—Tamiami Trail Tours, Inc.	P. O. Box 1075 Tampa, Fla.
B—Tamiami Trail Tours, Inc.	
(leased and operated by Union Bus Co.)	
T—Tarpon Truck Line	Tarpon Springs, Fla.
B—Teche Lines, Inc.	400 N. Rampart St. New Orleans, La.

B—Town of Pass-Grille	Pass-a-Grille Beach, Fla.
B—Union Bus Company	124 Jefferson St. Jacksonville, Fla.
T—Union Express Freight Co.	N. W. Commerce and Comti, Mobile, Ala.
T—University City Transfer Co.	226 W. Main St. South Gainesville, Florida.

HOUSEHOLD GOODS AND SPECIAL PERMITS OPERATORS

NAME

ADDRESS

C—denotes Cerft. Holders. P—denotes Permit holders.

C—Armstrong & Sons Stg. Co.	Daytona Beach, Fla.
P—Aero Mayflower Transit Co.	1231 N. Meridian Ave. Indianapolis, Ind.
C—Arrow Transfer Co. (1)	Tampa, Florida.
P—Ace Transfer Co.	842 1st Ave., North St. Petersburg, Fla.
P—Burnham Furniture Co.	1029 Broadway Columbus, Ga.
P—Burgess, Arthur S.	Ocala, Fla.
P—Barker Warehouse	20 Ivey St., Atlanta, Ga.
P—Brandon Transfer & Stg.	322 6th St. W. Palm Beach. Fla.

C—C. & H. Transfer & Stg. Co.	Ft. Lauderdale, Fla.
C—City Transfer Co., Inc.	P. O. Box 2870, Tampa, Fla.
C—Colliers Terminal Whse. & Van Co.	Ocala, Florida.
C—Coats Motor Transfer	Ft. Pierce, Florida.
C—Central Transfer & Stg. Co.	405 Eunice St. Tampa, Fla.
P—Caldwell Bonded Warehouse, Inc.	101 12th St. Tampa, Fla.
P—Chastain Transfer Co.	130 E. Jackson St. Thomasville, Ga.
C—Dickenson, W. B. Transfer Co.	2335 N. Miami Ave. Miami, Florida.
C—Delcher Bros. Stg. Co., Inc.	Jacksonville, Fla.
C—Fidelity Stg. & Whse. Co.	53-61 W. Jackson St. Jacksonville, Fla.
C—Fulford Transfer & Stg. Co.	21 W. Central Ave. Orlando, Fla.
P—Franklin, C. B. Transfer	Ft. Myers, Fla.
P—Growers & Shippers Transfer	Pompano, Fla.
C—Goodall Transfer & Stg. Co.	P. O. Box 459 Tampa, Fla.

C—Green Transfer Co.	1102 Ashley St. Tampa, Fla.
P—Hudson Transfer	710 24th St. Columbus, Ga.
P—Haywood, Ben	1404½, Tampa St. Tampa, Florida.
P—Holland Transfer Co.	1036 Webster St. Lakeland, Fla.
P—Hull Roscoe	Ft. Lauderdale, Fla.
P—Johnson, Bill, Transfer	710 5th Ave. North St. Petersburg, Fla.
C—Kite Transfer	440 W. Orange St. Gainesville, Fla.
C—Kennelly Transf. & Stg. Co.	734 Pippin St. Jacksonville, Fla.
C—Lee Terminal Warehouse	Box 1303 Tampa, Fla.
C—Leonard Bros. Transf. & Stg. Co. (3)	1944 N. W. 7th Ave. Miami, Fla.
C—McGhee, Will (4)	118 S. Dakota Ave. Tampa, Fla.
P—Prevatt, Chas.	Ft. Myers, Florida.
P—Ploof, H. C. Transfer	South Jacksonville, Fla.
C—Rapid Express Co.	73 Church St. Jacksonville, Fla.
C—Shaw Furniture Transfer (5)	1817 Liberty St. Jacksonville, Fla.
C—Southern Transfer & Stg. Co., Inc.	1901 5th Ave. S. St. Petersburg, Fla.
C—Suddath Moving & Stg. Co. (6)	315 E. Bay St. Jacksonville, Fla.

P—Smith, Clyde P.	Hastings, Fla.
P—Suddath Moving & Stg. Co.	1727 Grand Central Ave. Tampa, Florida.
C—Sarasota Transfer & Stg. Co. (7)	Sarasota, Florida.
C—Terminal Transfer Co.	1105 Grand Central Ave. Tampa, Florida.
P—Twiss Transfer Co.	852 4th Ave. South St. Petersburg, Fla.
C—Union Transfer & Stg. Co.	1201 E. Twiggs St. Tampa, Florida.
P—White Star Line (8)	413 W. Main St. Ocala, Florida.
C—John E. Withers Transf. Co. (9)	1000 N. E. 1st St. Miami, Florida.
P—John J. Woodside Stg. Co.	259 Edgewood Atlanta, Ga.
P—Walker Stg. & Van Co.	521 Peachtree St. Atlanta, Ga.
C—Yarnall Warehouse & Transf. Co.	Lakeland, Fla.
P—Zorn Transfer & Stg. Co.	Palatka, Fla.

- (1) and pianos.
- (2) and furniture from boatside only.
- (3) and heavy machinery.
- (4) and uncrated furniture and pianos.
- (5) and office fixtures.
- (6) auto tires once weekly.
- (7) and furniture.
- (8) and heavy machinery.
- (9) race horses and polo ponies.

ORDERS ENTERED

Order No. 1134.
Docket No. 1178.

SUPPLEMENTING ORDER NO. 133.

**IN THE MATTER OF THE REVISION OF RATES
ON CLAY, CONCRETE AND SHALE PROD-
UCTS, CARLOAD AND LESS THAN CAR-
LOAD, WITHIN THE STATE OF FLORIDA.**

**BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA**

Be advised that FINDING 1 of Order No. 133, issued December 29, 1932, is hereby amended to read as follows:

"1. FOUND AND ORDERED. That the application of Mr. J. E. Tilford, dated November 25, 1930, filed 4-70 (Fla.), as amended by Amendment No. 1 to J. E. Tilford's Florida Intrastate Application No. 22, dated October 4, 1932, and as further amended by Amendment No. 2 to J. E. Tilford's Florida Intrastate Application No. 22, dated October 13th, 1932, seeking authority for a revision of rates on CLAY, CONCRETE AND SHALE PRODUCTS between points within the State of Florida, is approved, and the ratings and descriptions as appearing on pages 1 and 2 of Exhibit No. 1, attached to J. E. Tilford's Amendment No. 1 to this Florida Intrastate Application No. 22, and the ratings and descriptions as carried in J. E. Tilford's Amendment No. 2 to his Florida Intrastate Application No. 22, as referred to above, may, after the effective date of this Order, be made effective on Florida Intrastate Traffic.

This Order shall become effective on January 20th, 1933.

DONE and ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 16th, day of January, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1135.
Docket No. 1180.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

IN THE MATTER OF A SUGGESTED RULE TO
GOVERN THE INAUGURATION OF PICK-UP,
AND DELIVERY SERVICE BY COMMON CAR-
RIERS BY RAIL ON FREIGHT TRAFFIC BE-
TWEEN POINTS IN THE STATE OF FLORIDA.

Pursuant to Notice No. 641, issued the 20th day of December, 1932, the above matter came on for formal hearing before the Railroad Commissioners of the State of Florida in their hearing room in Tallahassee, Florida, at 10 o'clock, A. M., Wednesday, January 11, 1933, and then and there appeared the following:

Robert H. Anderson, General Counsel, and H. E. C. Hawkins, G. F. A., Florida East Coast Railway; J. H. Elliott, Manager, Elliott-Young, Consolidated, West Palm Beach, Fla.; H. H. Lowry, representing the Florida Motor Freight Common Carrier's Association, Jacksonville, Fla.

And all who desired to be heard were fully heard, under oath.

And now on this date the said matter coming on for further and final consideration, and the said

Commissioners being fully advised in the premises, it is FOUND and ORDERED as follows:

1. That there is a desire on the part of at least one Railroad Company in Florida to be allowed to meet, at certain points the competition of Common Carriers by Truck and by Water.

2. That the meeting of such competition by Rail Carriers would be to the public interest.

3. Therefore, it is ORDERED and ADJUDGED that the following Rule, to be known as Rule 30 of the Rules Governing the Transportation of Freight of this Commission, be, and it is hereby adopted:

"Rule 30: Whenever any Common Carrier of Freight by Railroad, competing with Common Carriers by Truck, or by Water and Truck, which furnish a delivery and/or pick-up service in the handling of Freight, desires to establish, through the use of its rails in station-to-station movement a service which includes Motor Vehicle delivery to consignees and/or pick-up from shippers, such Rail Common Carrier is hereby authorized to meet existing competition by the adoption of such competitive rates, Classifications, Rules or Privileges as are charged, provided, prescribed or allowed for such Truck or Water-and-Truck common carrier lines, Provided, that all such Classifications, Rates, Rules or Privileges varying from those established for Rail Common Carrier service shall be regularly filed with and approved by this Commission."

This Order and this Rule shall become effective on the 10th day of March, 1933.

DONE and ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 24th day of February, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1136.
Docket No. 1179.

**BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA**

**IN RE: APPLICATION, OF L. R. POWELL, JR.
AND E. W. SMITH, RECEIVERS, SEABOARD
AIR LINE RAILWAY COMPANY, TO DISCON-
TINUE TRAINS NOS. 19 AND 20, BETWEEN
TALLAHASSEE AND CARRABELLE, FLOR-
IDA, WHICH OPERATE ON SUNDAYS ONLY.**

1. Pursuant to Notice No. 640, dated December 1, 1932, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on January 11, 1933, at 10 o'clock A. M.

Mr. W. J. Oven represented the applicant.

Mr. W. B. Myers represented the protestants.

2. At said time and place the Commission took the testimony, under oath, of all witnesses for the applicant and for the protestants, and having considered said testimony, and being fully advised in the premises, do find as follows:

(a) That the applicant desires authority to discontinue trains Nos. 19 and 20, operating between Tallahassee and Carrabelle on Sundays, the service rendered by such trains being the entire service rendered by the applicant on Sundays between these two points.

That the applicants handled on the Carrabelle Branch for the period January 1932, to September 1932, inclusive, a total of 9200 tons. That the system revenue derived from such tonnage

amounted to \$29,951.89, of which amount \$6,447.06 should be eliminated to the Carrabelle Branch. That the total earnings of trains Nos. 19 and 20, between Tallahassee and Carrabelle for the first eleven months of 1932, including passengers, express and mail revenue, was \$493.00. That the total cost of operating trains Nos. 19 and 20, is \$66.71 per Sunday, amounting to \$3,468.92 per year. A witness for the applicant testified that while this was the cost of operating these two trains a discontinuance of such operation would not mean a saving of the total expenses but that the greater part would be saved if the operation of the trains should be discontinued.

(b) Protestants show that a considerable part of the business transacted at Carrabelle is the shipment of fish, and that there was shipped by express by Carrabelle Fish & Oyster Company for the year 1932—1922 barrels of fish with a gross weight of 313,327—amount of charges paid \$4,649.23. That of this amount 133 barrels, or 33,860 were shipped on Sunday on which charges were paid of \$540.08. That during the same year 1932, 108,810 pounds of fish were shipped by freight on which charges of \$1,035.16 were paid, and 9,200 pounds of dry salt fish were shipped by freight in the year 1932. No freight shipments are accepted on Sunday but the evidence does show a shipment of one carload of fish by freight on Sunday, November 27th to Memphis, Tenn. Other witnesses for the protestants testified that from one-seventh to one-fifth of the fish shipped out of Carrabelle by express were shipped on Sunday and that it was necessary to make shipments on Sunday in order to make certain market days in certain of the eastern markets upon which days they received best prices for their fish.

(c) The evidence further shows that this line of railroad from Tallahassee to Carrabelle is

paralleled by a hard surfaced road over which a bus company operates a daily service.

(d) That the Commission recognizes that a continuation of its Sunday freight service would be of some convenience to a portion of the public it is not a service vitally necessary to the public and its performance is not essential in adequately rendering a general public service. That the performance of this service will be unremunerative to the carrier and a requirement of its continuance would necessitate a substantial loss in revenue to the railroad the entire system of which is now in the hands of receivers, indicating that the system as a whole is operated at a loss. That the enforcement of a particular service, which in itself is so unremunerative as to be a burden upon the carriers revenue, would endanger the whole operation performed and might result in the enforced abandonment of such branch line service. That public necessity and convenience does not require the continued operation of these trains on Sunday.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the receivers of the Seaboard Air Line Railway to discontinue the operation on Sunday of passenger trains Nos. 19 and 20, between Tallahassee and Carrabelle be and the same is hereby **GRANTED**, and said receivers are hereby authorized to discontinue the operation of said trains from March 1st, 1933, until the further order of this Commission.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 31st day of January 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1137.
Docket No. 1182.

**BEFORE THE RAILROAD COMMISSIONERS
 OF THE STATE OF FLORIDA**

**IN THE MATTER OF FREIGHT RATES FOR THE
 CENTRAL FLORIDA TRANSPORTATION COM-
 PANY, BETWEEN JACKSONVILLE AND SAN-
 FORD, FLORIDA, BY WATER.**

This matter coming on this day for consideration upon the Application of the Central Florida Transportation Company to be recognized as Common Carriers of Freight under the laws of Florida, and for an Order prescribing Freight Rates for the said Central Florida Transportation Company, and the Commissioners being fully advised in the premises, it is hereby ORDERED and ADJUDGED that the Central Florida Transportation Company be, and it is hereby recognized as a Common Carrier of Freight between Jacksonville, Florida, and Sanford, Florida.

It is further ORDERED that the following schedule of Freight Rates be allowed and prescribed for the use of the Central Florida Transportation Company, between Jacksonville, Florida, and Sanford, Florida:

CLASS RATES. (In cents per 100 pounds).

1	2	3	4	5	6	7	8	9	10
37	32	29	24	19	16	15	14	13	12

**COMMODITY RATES. (In cents per 100 lbs.) un-
 less otherwise provided.**

Canned Goods. Northbound12½

Canned Goods. Southbound. Carload, minimum wt.

24,000 pounds 14

Less carload 19

Citrus Fruit. (In standard boxes) per box.	
Carload minimum, 500 boxes	07
Less than carload	08
Fruits and Vegetables. (In standard Crates)	
Per Crt. Carload minimum, 250 Crates....	10
Less than carload	12
Insecticides, Horticultural or Agricultural, per ton	
In barrels, crates or cartons, C. L. min.	
wt. 24,000 pounds	2.14
Less carload	2.80
Potatoes. (In standard barrels or sacks) per sack	
or per barrel	22
Petroleum Products, C. L., min., wt. 24,000 lbs.....	15
Less than carload	15
Fertilizer and Fertilizer Materials, L. C. L.	
per ton	1.50
Fertilizer, carload, min. wt. 20 tons, per ton	1.50
Fertilizer Materials, C. L. min. wt. 40 tons,	
per ton	1.12½

The foregoing rates shall be governed by Florida Classification No. 8, supplements thereto and re-issues thereof; by Florida Intrastate Exceptions No. 3, to Southern Classification, supplements thereto and re-issues thereof; by Southern Classification No. 50, supplements thereto and re-issues thereof, and by Note B of Exceptions No. 10 to Southern Classification, supplements thereto and re-issues thereof.

The rates specified above include marine insurance on River Boats.

This Order shall be retro-active to and including January 13th, 1933.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, Florida, this 27th day of February, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1138.
Docket No. 1148.

IN THE MATTER OF EMERGENCY CHARGES
BY RAIL BETWEEN POINTS IN THE STATE
OF FLORIDA.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

WHEREAS, this Commission, by Order No. 1111, issued April 26, 1932, authorized Florida Rail Carriers to apply the same emergency charges on Florida intrastate traffic, with certain exceptions, as were authorized by the Interstate Commerce Commission on interstate traffic, as published in Agent Speiden's I. C. C. No. 1616.

Said emergency charges were authorized to expire on March 31st, 1933, unless sooner canceled or extended.

There is now before this Commission an application of Rail Carriers seeking authority to continue these emergency charges until September 30, 1933.

The matter has been set down for hearing on April 12, 1933, before this Commission at Tallahassee.

THEREFORE, it is ORDERED that the emergency charges on intrastate traffic in Florida, as authorized in Order No. 1111, shall remain in effect until a further order is issued as a result of the hear-

ing to be held on April 12th, 1933, as above referred to.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 28th day of March, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1139.
Docket No. 1148.

IN THE MATTER OF THE APPLICATION OF
RAIL CARRIERS IN FLORIDA FOR AN EX-
TENSION OF THE LIFE OF THE SO-CALLED
EMERGENCY CHARGES BEYOND THE PRES-
ENT EXPIRATION DATE OF MARCH 31ST,
1933.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

Pursuant to Notice No. 647, dated March 28, 1933, the above matter came on for formal hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, on the 12th day of April, 1933, and then and there appeared the following:

Mr. F. W. Gwathmey, Mr. R. J. Doss and Mr. D. B. Green, representing Florida Rail Carriers; Mr. C. F. Mullen, of the Florida Gravel Company; Mr. F. E. Harrison, Jr., of the State Road Department; Mr. T. M. True, of the Sou. Cypress Mfrs. Association. Mr. Foley, of Foley, Fla., and Mr. Flieshel, of the Putnam Lumber Company.

All who desired to be heard were fully heard under oath.

By its Order No. 1102, effective March 4, 1932, this Commission authorized Rail Carriers in Florida

to make the same increases in all Florida intrastate rates, (with certain exceptions) as were authorized to be made on interstate traffic by the Interstate Commerce Commission in Docket Ex Parte 103, decided October 16, 1931, such increases to expire on March 31, 1933, unless sooner canceled or extended.

Subsequently, by Order No. 1138, issued March 28, 1933, the expiration date of these emergency rates was extended until further Order of this Commission.

The matter is now before this Commission by petition, dated on December 23, 1932, signed by Mr. J. E. Tilford, acting on behalf of all Florida Carriers by Rail, asking for a further extension of the application of these emergency charges, contingent upon the action of the Interstate Commerce Commission in a similar action then pending before that Body.

At the hearing, upon motion of the carriers, the record made before the Interstate Commerce Commission in its Docket Ex Parte 103, was incorporated as part of the record in this proceeding.

And now on this date the said matter, coming on for further and final consideration, and the Commissioners being fully advised in the premises do make the following FINDINGS:

1. The Interstate Commerce Commission, at pages 9 and 10 of its Report in Ex Parte 103, decided March 7, 1933, in which it extended the application of the emergency charges on interstate traffic to September 30, 1933, stated in part as follow:

"It is evident that the surcharge plans, as a temporary measure, although productive of some net increase in revenue, falls far short of solving the problem of credit now confronting the railroads generally. Continuance of the surcharge without limitations or conditions would be

equivalent to a general increase in freight rates. This clearly is not justified upon the present record. The problems with which the Railroads are confronted today cannot be solved by general increases in freight rates. Certainly any substantial increase would result in permanent injury to the Railroads. Their low earnings are not the result of low rates."

Giving due weight to all the surrounding circumstances and conditions, and to the evidence presented in this record, we are of the opinion that the surcharges as such, should be brought to an end, but that a reasonable period should be allowed during which the respondents will have an opportunity to file tariffs in the usual way, proposing such readjustments in their rates, in the light of the impending discontinuance of the surcharges, as they feel they can justify."

2. The findings of this Commission, from the evidence of record, are in accord with those quoted above, with the exception that in our opinion the conditions that warrant the allowance of further time for readjustments in interstate rates, do not apply to intrastate rates in Florida.

It is therefore ORDERED that the application made by Mr. J. E. Tilford, on December 23, 1932, on behalf of all Rail Carriers in Florida, asking for a further extension of the emergency rates on Florida intrastate traffic, be and it is hereby denied.

This Order shall take effect on the 25th day of April, 1933.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 14th day of April, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1140.

Docket No. 1148.

IN THE MATTER OF THE APPLICATION OF
RAIL CARRIERS IN FLORIDA FOR AN EX-
TENSION OF THE LIFE OF THE SO-CALLED
EMERGENCY CHARGES BEYOND THE PRES-
ENT EXPIRATION DATE OF MARCH 31ST,
1933.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

It is hereby ORDERED that Order No. 1139, is-
sued April 14th, 1933, effective April 25th, 1933, in
the above matter, be and it is hereby supplemented
by adding to the Ordering clause of said Order No.
1139, the following:

"Provided that where rail Carriers have re-
duced any rate to meet competition since March
4, 1932, so that the sum of the reduced rate and
the Emergency Charge does not exceed the rate
in effect on March 3rd, 1932, such carrier or
carriers are authorized to increase such reduced
rate to equal the sum of the reduced rate, plus
the emergency charge, and to reissue their
tariffs accordingly, effective April 25, 1933."

This Order shall take effect on the 25th day of
April, 1933.

DONE AND ORDERED by the Railroad Commis-
sioners of the State of Florida, in session at their of-
fice in the city of Tallahassee, Florida, this 18th day
of April, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1141.

Docket No. 1184.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF L. R. POWELL, JR.,
AND H. W. ANDERSON, RECEIVERS OF SEA-
BOARD AIR LINE RAILWAY TO MOVE ITS
STATION BUILDING AT VALRICO, FLA., TO
A POINT KNOWN AS VALRICO JUNCTION
WHERE THE LAKE WALES-SARASOTA LINE
BRANCHES OFF FROM THE MAIN LINE OF
SAID RAILROAD.

1. Pursuant to Notice No. 646, dated March 17th, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida, at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, April 12, 1933, at 10 o'clock A. M.

APPEARANCES:

Mr. W. L. Stanley for applicant.

Mr. C. B. Morrill for protestants.

2. The Commission having heard all parties desiring to be heard and having carefully considered the evidence introduced at said hearing, and being fully advised in the premises, do make the following findings:

(a) That Valrico is a station located on the main line of the Seaboard Air Line Railway between Tampa and Jacksonville and about sixteen miles north of Tampa. For many years there was a depot at this point. During the year 1924 or 1925 the Seaboard Air Line built a connecting link between its Tampa-Jacksonville line and its Sarasota-Lake Wales line with a junction of the two lines known as Valrico Junction. This junction point is about 500 yards from the old station. The Railroad is now asking for authority to discontinue the agency at Valrico and erect a suitable building at Valrico Junction in order that they might combine the agency forces so that the operators on duty at the junction may be also enabled to perform the agency work.

Testimony shows that the result of the combining of forces would be a saving of about \$1518.00 per year to the Railroad. That the business originating at this point is largely carload business which can be as easily handled at the new station as it can be at the old.

(b) The protestants urge that the present station at Valrico was to a large extent constructed by the people of the community to harmonize with the other buildings. That the building is of white brick with a tile roof. That it is inequitable for the railroad to destroy this building and remove the station in view of the outlay that the community made in order to erect the building. That while the town of Valrico is unincorporated and of small population that the station serves a large number of the people living on farms adjacent to Valrico who actually constitute the community. That the removal of the station from Valrico to the junction, a distance of 500 yards, would seriously interfere with the post-office and mail and also with shippers obtaining bills of lading for their shipments.

(c) The purpose of this application being to conserve the revenues of the railroad, and it not appearing that it will impose any unjust or unreasonable burden on the public, the Commission is of the opinion that the application should be granted.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida, that the application of the receivers of the Seaboard Air Line Railway to move its station at Valrico, Florida, 500 yards to a point where its Lake Wales-Sarasota line branches off from its main Tampa to Jacksonville line, known as Valrico Junction, be and the same is hereby GRANTED; Provided that the receivers of said railroad will erect a

suitable building adequate to take care of both its passenger and freight business at said point.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 18th day of April, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1142.
Docket No. 1190.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF MIAMI BEACH RAILWAY COMPANY AND THE CITY OF MIAMI BEACH FOR APPROVAL AND CONSENT TO THE ABANDONMENT AND DISCONTINUANCE OF THE OPERATION OF STREET CARS NOW BEING OPERATED BY THE MIAMI BEACH RAILWAY COMPANY ON CERTAIN OF THE STREETS IN THE CITY OF MIAMI BEACH, FLORIDA.

1. Pursuant to Notice No. 656, dated May 5, 1933, this application came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, May 18, 1933, at 10 o'clock A. M.

Mr. A. L. Reynolds, Manager of the Miami Beach Railway Company, appeared for the applicant.

No one appeared protesting the granting of the application.

2. The Commissioners having heard all parties desiring to be heard and having considered the evi-

dence, both oral and documentary, introduced in this case and being fully advised in the premises, find:

(a) That the applicant, The Miami Beach Railway Company, is a common carrier of passengers by street railway, operating in the City of Miami Beach and that its operations are subject to the jurisdictions of this Commission.

(b) That said railway company operates over the streets of the City of Miami Beach by authority of Ordinance No. 205 of the City of Miami Beach, which said Ordinance grants a franchise to the railway company to use the streets of Miami Beach for operation of street cars. That said franchise ordinance also provides in Section XII that with the consent and approval of the City Council of Miami Beach said railway company may change its means and methods of transportation and substitute other means and methods for its present operation of street cars. That upon petition of a large number of citizens of Miami Beach, the City Council, after a thorough investigation of the matter, did on the 27th day of April, 1933, unanimously pass and adopt Resolution No. 2610 authorizing the railway company to abandon its street railway operations and substitute the operation of gasoline motor vehicles on certain of the streets of the City of Miami Beach. By its said Resolution the City also authorized and directed its City Clerk to join with the railway company in making application to this Commission for authority to abandon said street railway operation and authorized this Commission to consider the passage and adoption of said Resolution as the consent of the City Council of the City of Miami Beach and also the City of Miami Beach to the abandonment of the operation of said street railway operation.

(c) That all of the evidence in this case indicates that public convenience and necessity requires the abandonment of street railway operations on those parts of the streets of the City of Miami Beach here-

inafter described and the substitution therefor of transportation by gasoline motor vehicles.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of The Miami Beach Railway Company and the City of Miami Beach for a certificate of public convenience and necessity requiring the abandonment of the operation of street cars now being operated on certain of the streets in the City of Miami Beach be and the same is hereby **GRANTED**, and the said Miami Beach Railway Company is hereby authorized and permitted to abandon, discontinue and cease the operation of street cars on the following streets, avenues, highways, bridges and public places in the City of Miami Beach, Florida, to-wit:

Along Alton Road from the intersection with Fifth Street to the intersection with 45th Street; along Washington Avenue from the intersection with First Street to intersection with 19th Street; along 19th Street from the intersection with Washington Avenue to the intersection with Park Avenue; along Park Avenue from intersection with 19th Street to the intersection with Dade Boulevard; along Pine Tree Drive from the intersection with Dade Boulevard to the intersection with Sheridan Avenue near 28th Street; along Sheridan Avenue from intersection with Pine Tree Drive near 28th Street to intersection with Pine Tree Drive near 46th Street, and along Pine Tree Drive from intersection with Sheridan Avenue near 46th Street to Flamingo Waterway Bridge.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 18th day of May, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1143.
Docket No. 1187.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF W. B. KENAN, JR.,
AND S. M. LOFTIN, RECEIVERS, FLORIDA
EAST COAST RAILWAY, TO CLOSE ITS
AGENCY STATION AT OAK HILL, FLORIDA,
DURING THE PERIOD FROM MAY 16TH TO
OCTOBER 16TH OF EACH AND EVERY YEAR.

1. Pursuant to Notice No. 651 dated April 28, 1933, this matter came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on May 10, 1933.

2. The case being called on said date the representatives of the Florida East Coast Railway asked leave to withdraw this application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the petition of the applicant to withdraw said application be and the same is hereby GRANTED and said application is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 10th day of May, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1144.
Docket No. 1186.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF W. R. KENAN, JR.,
AND S. M. LOFTIN, RECEIVERS, FLORIDA
EAST COAST RAILWAY, TO CLOSE ITS
AGENCY STATION AT PERRINE, FLORIDA,
DURING THE PERIOD FROM MAY 16TH TO
OCTOBER 16TH OF EACH AND EVERY YEAR.

1. Pursuant to Notice No. 652 dated April 28, 1933, this matter was set down for hearing on May 10, 1933, before the Railroad Commission in Tallahassee, Florida. Upon petition of the applicant the hearing was postponed to another date to be later fixed by the Commission.

2. On May 23, 1933, petition was made to the Commission for permission to withdraw said application.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the petition of the applicant to withdraw the application be and the same is hereby GRANTED and said application is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 25th day of May, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1145.
Docket No. 1188.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF W. R. KENAN, JR.,
AND S. M. LOFTIN, RECEIVERS, FLORIDA

EAST COAST RAILWAY TO CLOSE ITS STATION AGENCY AT JUPITER, FLORIDA.

1. Pursuant to Notice No. 650 dated April 28, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on May 10, 1933.

Mr. J. H. Summerlin and Mr. D. Lear appeared for the applicant. No one appeared for the protestants.

2. The applicant presented a statement for the twelve months period ending March 31, 1933, showing gross freight receipts of \$4,076.19 and carloads received and forwarded of 16, and tons of L. C. L. freight received and forwarded amounting to 197, making an average for the thirty day period for gross receipts of \$339.68, and an average of carloads received of one car and an average of carloads forwarded of $\frac{1}{2}$ car.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of receivers of Florida East Coast Railway to close its station agency at Jupiter, Florida, be and the same is hereby **GRANTED**.

It is further **ORDERED** that this case remain open on the docket for such further order or orders in the premises as the facts and circumstances of the case may hereafter require.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 13th day of May, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1148.
Docket No. 1090.

**BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA**

**IN RE: CLOSING OF SOUTH MIAMI AGENCY
OF FLORIDA EAST COAST RAILWAY.**

1. Pursuant to Notice No. 649 dated April 13, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, May 3, 1933, at 10 o'clock A. M.

Mr. John Summerlin and Mr. D. Lear appeared for the applicant.

Mr. John C. Sullivan appeared for the protestants.

2. The Commission having taken the testimony of all witnesses offered and having heard all parties desiring to be heard, and being fully advised in the premises, do find as follows:

(a) That the gross freight receipts at the South Miami Agency for the calendar year ended December 31, 1932, amounted to \$9,643.55, an average of \$803.63 per month; and the carloads received and the carloads forwarded amounted to a total of 89 cars. That the freight receipts for the months of January, February and March, 1933, totaled \$13,046.34, an average of \$4,348.78 per month, and that the cars received and cars forwarded amounted to 77 for this period. That these figures do not embrace any receipts from passenger, express or telegraph business. That the railway business at this station has been handled by one agent.

(b) That by Order No. 1105, dated February 27, 1932, and recorded in Order Book "G" on page 255, the railway company was authorized to close this agency from June 1st to October 30th inclusive of each and every year until the further order of this Commission.

(c) That public convenience and necessity does not permit the permanent closing of this office.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of W. R. Kenan, Jr., and S. M. Loftin, Receivers, Florida East Coast Railway, to permanently close its South Miami Agency be and the same is hereby DENIED, but nothing in this Order shall operate to revoke the authority of such Receivers to continue the seasonal closing of this agency from June 1st to October 30th inclusive as contained in Order No. 1105.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the City of Tallahassee, Florida, this 5th day of May, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1149.
Docket No. 1189.

**BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA**

IN RE: PETITION OF MOTOR TRANSIT COMPANY OF JACKSONVILLE, FLORIDA, TO DISCONTINUE SERVICE UPON AND TO ABANDON ITS PRESENT STREET RAILWAY SYSTEM IN THE CITY OF JACKSONVILLE, FLORIDA.

1. Pursuant to Notice No. 655 dated may 5, 1933, this petition came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Thursday, May 18, 1933.

O. O. McCollum, Attorney, appeared for the petitioners.

No one appeared protesting the granting of the petition.

2. The Railroad Commission having heard all parties desiring to be heard, and having considered the evidence both oral and documentary introduced in this cause, and being fully advised in the premises, do find:

(a) That Motor Transit Company is a corporation organized and existing under the laws of the State of Florida with its principal place of business in the city of Jacksonville, Florida. That it was organized pursuant to and in accordance with the provisions and requirements of a certain Ordinance No. V-55 adopted by the Mayor and City Council of Jacksonville, Florida, on February 1, 1932, and ratified and approved by a vote of the qualified electors of said city on March 29, 1932, by which it was given and granted to Jacksonville Traction Company, its successors and assigns and any corporation organized pursuant to Section 26, of said Ordinance, certain franchise rights more particularly described in said Ordinance filed in evidence herein. That as the owner of all of the assets formerly owned by the Jacksonville Traction Company and the operator of the transportation system in the city of Jacksonville formerly owned by said traction company, and as the owner and operator of the South Jacksonville Municipal Railway, the said petitioners and the transpor-

tation operations are subject to the jurisdiction of this Commission.

(b) That it appears that under the terms and conditions of said ordinance No. V-55, petitioner, Motor Transit Company, has been authorized by and with the consent of the City Council of the city of Jacksonville, Florida, to discontinue service upon and abandon its present street railway system at the times and in the manner and according to a schedule set out in said ordinance No. V-55, and substitute for and in lieu of the parts and portions of such street railway system discontinued and abandoned equal adequate motor bus transportation or such other form of transportation as may be permitted under the terms of said Ordinance No. V-55.

(c) That the petitioner, Motor Transit Company, has filed its petition with this Commission for a Certificate of Public Convenience and Necessity permitting it to discontinue service upon and to abandon its present street railway system now operated by it in the city of Jacksonville, Florida, under and upon and in accordance with the terms and conditions of said Ordinance No. V-55. That the City Council of the city of Jacksonville at its session held May 9, 1933, did adopt a resolution, a certified copy of which was offered in evidence in this cause, by which this Commission was petitioned to enter an order granting the prayer of the petition of Motor Transit Company and authorize it to discontinue service upon and to abandon its present street railway system now operated by it in the city of Jacksonville, Florida, under the terms of said Ordinance No. V-55.

(d) That public convenience and necessity permits the discontinuance of service and the abandonment of the present street railway system now operated by Motor Transit Company in

the city of Jacksonville, Florida, under and in accordance with the terms and conditions of said Ordinance No. V-55 of said city.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the petition of Motor Transit Company for permission to discontinue and abandon service upon its street railway in the city of Jacksonville, Florida, in accordance with the terms of Ordinance No. V-55 of said city be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 19th day of May, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1150.
Docket No. 1194.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF WESTERN UNION
TELEGRAPH COMPANY TO ABANDON AND
DISCONTINUE ITS TELEGRAPH OFFICE AT
BRONSON, FLORIDA, AND TO SUBSTITUTE
THEREFOR TELEGRAPH SERVICE FROM ITS
OFFICE AT WILLISTON, FLORIDA.

This matter coming on to be heard before the Railroad Commission of the State of Florida, at its office in the Supreme Court Building, Tallahassee, Florida, on Wednesday, June 14, 1933, and the Western Union Telegraph Company presenting evidence to show that it was operating its office at Bronson, Florida,

at a heavy loss, and that telegraph service could be satisfactorily given to the town of Bronson by telephone from its telegraph office at Williston, Florida, and no one appearing to oppose the application of the Western Union Telegraph Company to close its said office at Bronson, Florida:

It is ORDERED by the Railroad Commission of the State of Florida that the application of the Western Union Telegraph Company to abandon and discontinue its telegraph office at Bronson, Florida, and to substitute therefor telegraph service from its office at Williston, Florida, be and it is hereby GRANTED, and the said Western Union Telegraph Company is authorized to abandon and discontinue its office at Bronson, Florida, immediately.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 23rd day of June, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1151.
Docket No. 1185.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF W. R. KENAN, JR.,
AND SCOTT M. LOFTIN, RECEIVERS OF
FLORIDA EAST COAST RAILWAY TO CLOSE
ITS AGENCY STATION AT OJUS, FLORIDA,
AND ALSO APPLICATION OF RAILWAY EX-
PRESS AGENCY TO DISCONTINUE EXPRESS
AGENCY IN THE EVENT THE RAILWAY
AGENCY IS CLOSED.

1. Pursuant to Notice No. 653 dated April 28, 1933, this matter was heard by the Railroad Commission at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on Wednesday, May 10, 1933.

Mr. D. Leah and J. H. Summerlin appeared for applicant.

No one appeared for protestants.

2. It appeared from letter of Railway Express agency, dated May 1, 1933, that the Railway Express Agency had perfected an arrangement whereby the services of an agent will be obtained for the express agency in the event the Florida East Coast Railway is permitted to close the agency at Ojus, and therefore, the application of the Railway Express Agency was dismissed.

3. It appears from the evidence that very little less carload tonnage is handled at Ojus and that the carloads received average approximately one car each three days and that the carloads forwarded average approximately one car a day. It further appears that practically the same service can be rendered at this station without an agent as with one.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of the Receivers of the Florida East Coast Railway to close its agency station at Ojus, Florida, be and the same is hereby **GRANTED** effective July 1st, 1933.

It is further **ORDERED** that this case remain open on the docket and jurisdiction be retained for such further order or orders as to the Commission may seem proper in the premises.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office

in the city of Tallahassee, Florida, this 26th day of June, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1152.
Docket No. 1183.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF W. R. KENAN, JR.,
AND SCOTT M. LOFTIN, RECEIVERS, FLOR-
IDA EAST COAST RAILWAY, TO ABANDON
A CERTAIN SPUR TRACK EXTENDING FROM
THE MAIN LINE OF THE FLORIDA EAST
COAST RAILWAY AT EAU GALLIE TO A DOCK
OR WHARF UPON THE INDIAN RIVER.

1. Pursuant to Notice No. 645 dated March 17, 1933, this application came on for hearing before the Railroad Commission of the State of Florida at its Hearing Room, Tallahassee, Florida, on Tuesday, March 28th, 1933.

Russell L. Frink, Counsel, E. L. Beall, General Superintendent and J. W. Fox, Valuation Engineer, appeared for the applicant.

W. L. Gleason, Mayor of Eau Gallie, appeared for protestants.

2. The Commission having taken the testimony of all witnesses offered at this hearing, and having considered all of the evidence introduced in the case, and being fully advised in the premises, do find as follows:

(a) That the lines of the Florida East Coast Railway were constructed to Eau Gallie in 1892,

and the original line is indicated on Exhibit No. 1, by black and white lines showing that said line of railroad originally ran down Guava Avenue and then at the intersection of Guava Avenue and Seventh Street turns to the right and runs out to a dock on the water front. That there is an industry known as the East Coast Lumber Company on the river front and it has not appeared protesting the abandonment of this track. That later on when the railway double tracked its line between Jacksonville and Key West the facilities were changed in Eau Gallie to the old line and the spur track leading out to the dock was left as it was originally. It is now proposed to build a short spur track shown in yellow on Exhibit No. 1, to handle four cars with sufficient space left to extend this track of sufficient length to accommodate fifteen cars. That the spur track desired to be removed and abandoned is approximately 5,800 feet in length and is now in such condition that it will require several thousand dollars to place in such repair as to accommodate locomotives that have to be operated over it. That since the dock has been abandoned there does not seem to be any public convenience and necessity for a continuance of this track since it is admitted that all traffic can be more economically handled over the new spur track indicated in yellow on Exhibit No. 1.

(b) That the spur track to be abandoned crosses many of the principal streets and avenues of Eau Gallie and goes under Highland Avenue over which is an overhead crossing. That the spur track passes under this overhead crossing which is constructed of wood at a level of about ten feet below the grade of the street. That it is the contention of the city that this cut should be filled and a permanent concrete culvert constructed in order to form a permanent street crossing and that other paving and grading is necessary to be done at the crossings on Pineapple

Avenue, Fifth Street, Seventh Street and other street crossings within the city. That the city contends the cost of making these improvements would be \$8,275.00, which amount it feels that the railway should pay to the city before being permitted to remove this spur track.

(c) The Commission feels that it has no authority to require the receivers of this railway to expend such a sum of money but is only charged with the duty of requiring the railway company to provide adequate transportation facilities.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the application of the Florida East Coast Railway to abandon the spur track described on Exhibit No. 1, introduced in this cause be and the same is hereby GRANTED on condition that:

(1) That the spur track indicated in yellow on Exhibit No. 1, be constructed long enough to accommodate four cars and with sufficient space left to extend this track of sufficient length to accommodate fifteen cars which shall be done when necessity requires.

(2) That when the spur to be abandoned is removed that care be exercised to leave the crossings over the various streets and avenues of the city in safe and passable condition for public travel.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 26th day of June, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1153.
Docket No. 1195.

**BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA**

**IN RE: APPLICATION OF SOUTHERN BELL
TELEPHONE & TELEGRAPH COMPANY TO
DISCONTINUE PENNEY FARMS EXCHANGE.**

1. It appears that the Penney Farms Exchange was placed in service on July 15, 1929, with thirty-two subscriber stations. That the maximum number of sub-stations was forty-two which were in service during 1930. That the number of subscriber stations has fallen off to such an extent that there are now only six in service.

2. That these six subscribers have filed petition with this Commission to approve the discontinuance of the Penney Farms Exchange on condition that the Southern Bell Telephone & Telegraph Company will eliminate the toll charges between Penney Farms and Green Cove Springs and furnish local telephone service through its exchange at Green Cove Springs at the following monthly rates:

MULTI-PARTY LINE SERVICE

Residence	\$2.75
Business	4.50

If desk equipment is desired the rates to be 25c per month additional.

Wherefore it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commission of the State of Florida that the application of Southern Belle Telephone & Telegraph Company to discontinue its exchange at Penney Farms, Florida, be and the same is hereby **GRANTED** on condition that the said

company shall furnish service to this area on a flat rate basis in connection with Green Cove Springs, Florida, Exchange under the following schedule of rates:

MULTI-PARTY LINE SERVICE

Residence	\$2.75
Business	4.50

Desk sets 25c per month additional.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 26th day of June, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1154.
Docket No. 1191.

BEFORE THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA

IN THE MATTER OF THE REVISION OF INTRA-STATE RATES ON FISH, OYSTERS AND SHRIMP, FRESH, C. L. AND L. C. L., BETWEEN POINTS IN FLORIDA.

Pursuant to Notice No. 658, dated May 15, 1933, the above matters came on for formal hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, on June 13, 1933, and then and there appeared the following:

Mr. L. A. Kienzle, A. G. F. A., Atlantic Coast Line Railroad Company.

All who desired to be heard were fully heard, under oath.

And now on this date the said matters coming on for further and final consideration, and the Commissioners being fully advised in the premises, it is **FOUND and ORDERED** as follows:

1. That on less than carload shipments of Fish, Oysters and Shrimp, fresh, between points in the States of Florida, class rates, governed by Southern Classification, Agent E. H. Dulaney's I. C. C. No. 44, as amended or re-issued, shall be applied.

2. That on carload shipments of Fish, Oysters and Shrimp, fresh, between points in Florida, the following ratings, governed by Southern Classification, E. H. Dulaney's I. C. C. No. 44, shall be applied. (See Note A).

Minimum weight 20,000 pounds, a6th class.

Minimum weight 12,000 pounds, a4th class.

Minimum weight 8,000 pounds, a65% of 1st class.

a—When the carload charge computed on the higher rate at actual weight (but not less than the minimum weight specified for the higher rate) exceeds the charge computed on the lower rate at actual weight (but not less than the minimum weight specified for the lower rate) the latter charge will apply.

Note A: Publication in Note "B" of Exceptions No. 10 to Southern Classification is to be subject to the following additional provisions:

On traffic from points south of the line of the Seaboard Air Line Railway from Jacksonville, Fla., to River Junction, Fla., to points on and north or west of said line of the Seaboard Air Line Railway, published in F. L. Speiden's Freight Tariff 404, I. C. C. A-706, and on traffic from points on the Atlanta & St. Andrews Bay

Railway, published in Agent Speiden's Freight Tariff 402, I. C. C. A-704, supplements thereto or successive issues thereof, apply rates shown in Section 1 thereof to the published Rate Basis numbers, disregarding letter suffix.

All rates and ratings in conflict with this Order are hereby canceled.

This Order shall take effect on the 15th day of September, 1933.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at their office in the City of Tallahassee, Florida, this 24th day of August, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1155.
Docket No. 1200.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: JURISDICTION OF THE FLORIDA RAILROAD COMMISSION OVER THE OPERATION OF BOATS OR VESSELS BY THE ST. JOHNS RIVER LINE COMPANY ON THE WATERS OF TAMPA BAY.

1. Pursuant to Notice No. 668 dated August 3, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on August 15, 1933.

And then and there appeared the following:

Theo. T. Turnbull for Florida Railroad Commission,

A. Y. Milam, representing Central Truck Lines,
John L'Engle representing Florida East Coast
Railway,

W. L. Stanley and B. C. Stanley representing re-
ceivers of Seaboard Air Line Railway,

F. B. Langley representing Atlantic Coast Line
Railway,

Clifford T. Inglis, Attorney, and H. H. Lowry,
Traffic Manager, representing St. Johns River Line
Company, respondents.

2. It appearing that all parties entitled to notice and to be heard had had such notice and hearing, and the Railroad Commission being fully advised in the premises and having made findings and reached conclusions as expressed in its opinion this date filed in the cause thereupon makes the following order:

That the St. Johns River Line Company in operating a boat or vessel of ten tons net and over propelled by gasoline, kerosene, fuel oil, or any such like propelling products, between Tampa, St. Petersburg and Bradenton in Tampa Bay is operating from a "coastal port to a coastal port in this State" and when transporting freight for compensation is a common carrier as defined in Section 6702 Compiled General Laws of Florida 1927, and is subject to the jurisdiction of the Railroad Commission, and the Railroad Commission therefore assumes jurisdiction of such operation, and the St. Johns River Line Company is hereby required to file with the said Railroad Commission its tariff of rates and charges used by it in such operation.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office

in the city of Tallahassee, Florida, this 21st day of September, 1933.

EUGENE S. MATTHEWS,

Chairman.

OPINION

BEFORE THE RAILROAD COMMISSION OF THE STATE OF FLORIDA

IN RE: JURISDICTION OF THE FLORIDA RAILROAD COMMISSION OVER THE OPERATION OF BOATS OR VESSELS BY THE ST. JOHNS RIVER LINE COMPANY ON THE WATERS OF TAMPA BAY.

The St. Johns River Line Company is now operating a boat or vessel of ten tons net and over propelled by gasoline, kerosene, fuel oil, or other like propelling products from Tampa, Florida, across Tampa Bay to St. Petersburg and thence to Bradenton as a common carrier of freight for compensation.

The statutes of the State of Florida provide as follows:

"6702. DEFINITION OF THE TERM 'COMMON CARRIER.'—The term 'common carrier' as used in this Chapter shall be deemed to mean and include: * * * 3rd. All companies and any person or persons owning and operating steamboats used in the transportation of freight or passengers upon the rivers or inland waters in this State, and also all boats or vessels of ten tons net or over and propelled by gasoline, kerosene, fuel oil, or any such like propelling products running from a coastal port to a coastal port in this State used in the transportation of freight or passengers for hire."

Under this section it is clear that the Commission has jurisdiction over steamboats plying the inland waters of the State. It also has jurisdiction over boats of ten tons or over propelled by gasoline or oil when such boats run from one "coastal port to a coastal port in this State". The use of the words "upon the rivers or inland waters of this State" in reference to steamboats and their omission with reference to boats otherwise propelled seems to indicate that the legislature intended to exclude such boats from the definition of common carriers, and thus their regulation by the Railroad Commission if used on the rivers or inland waters only.

Is Tampa Bay an "inland water" of this State?

In Port Series No. 8, a publication prepared by the Board of Engineers for Rivers and Harbors of the United States War Department, on page 51 in a general description of the port of Tampa appears the following:

"Tampa harbor is an arm of the Gulf of Mexico known as Tampa Bay. * * * Shoals extend westward about five miles from shore beyond which there are two main shipping channels—north channel which has a depth of twenty-six feet over a width of five hundred feet and eighteen feet natural depth over a width of five-eighths of a mile; and southwest channel with a depth of sixteen feet over a width of five hundred feet and eighteen feet natural depth over a width of one-quarter of a mile. These channels are well marked and can be easily followed."

It is to be noted that Tampa Bay is an arm of the Gulf of Mexico and is navigable from the gulf by ocean craft.

Such waters as Tampa Bay, navigable from the ocean by ocean craft, have been held by the Federal Court as "coast waters" within the Federal Statutes.

This was held in the case of the VICTORY 63 FED. 631. In this case the Victory and the Plymouthin collided in the Elizabeth River and libel was instituted by the Master of the steamship Victory against the steamship Plymouthin and by the owners of the Plymouthin cargo against both steamers. Article 21 of the Revised International Rules and Regulations for preventing collisions at sea adopted and made the law of the United States by Act of Congress and now embodied in Title 33, Navigation and Navigable waters of the United States Code, provided that these rules shall constitute the rules for navigation of vessels "upon the high seas and in all coast waters of the United States except such as are otherwise provided for". It is also provided that such regulation shall not apply to the harbors, rivers and inland waters of the United States and other exceptions noted in the statute.

The question in this case turned upon whether or not the Elizabeth river, which carries a channel of twenty-five feet in depth and from 250 to 500 yards in width from Hampton Roads to the National Navy Yard, was embraced within the category of "coast waters". Judge Hughes, District Judge, after stating the facts of the case with reference to this question said:

"It may not be practicable to define with precision the meaning of the phrase "ocean water"; but so far as this Court is concerned I hold that it embraces all waters opening directly or indirectly into the ocean and navigable by ships, foreign or domestic, coming in from the ocean, of draft as great as is drawn by the larger ships which traverse the open seas. I hold that all tide waters navigable from the ocean with navigable depth for ocean craft are "coast waters" in the meaning of Article 21. The Elizabeth River between Norfolk and Hampton Roads is one of the ocean waters, and the International Rules of

Navigation are therefore in full force and operation in that river."

This case was appealed to the Circuit Court of Appeals of the Fourth Circuit and the opinion of that Court is to be found in 68 FED. REP. 395, and the Circuit Court of Appeals affirmed the finding of the lower Court so far as the construction of the words "coast waters" is concerned. The Court also in commenting upon the provision of the Act excluding from its provision the harbors, rivers and inland waters of the United States, said:

"It is not unreasonable to construe these words 'harbors, rivers and inland waters of the United States' as meaning the Great Lakes and their harbors and inland waters connected therewith, and such rivers as flow in the interior of the country at long distances from the sea."

We are, therefore, inclined to the view that the waters of Tampa Bay are "coast waters" and that boats plying upon its waters are not engaged in transportation "upon the rivers or inland waters of this State" within the meaning of this phrase as used in the statute.

The question now arises are Tampa, St. Petersburg and Bradenton "coastal ports" within the meaning of this statute?

The word "coastal" while perhaps not synonymous with, is analagous to, the expressions "coastwise" and "coasting". The latter words have been frequently used in Federal statutes and have been construed by Federal Courts. We do not find the word "coastal" used in the Federal Statutes relating to shipping. The meaning of the term "coastwise" as defined by the dictionaries differs from the meaning given to it by the Courts. While there is nothing in our statutes which indicates that it was the intention of the legislature to define the term "coastal" (or

"coastwise" as we deem it to mean) as it is defined by the Courts rather than by the lexicographers yet we believe it might be reasonably assumed that the legislature intended that this term should be given the meaning universally given to it by the Courts in construing or interpreting other statutes in which it is used. The words "coasting trade" and "coastwise trade" are used synonymously in the statutes of the United States relating to commerce, navigation and revenue.

In the case of UNITED STATES vs. JAMES MORRISON, 25 FED. CAS. 581, the Court there said:

"The coasting trade is a part of the commerce among the several States; and it is not the less a part of that commerce because the vessel navigates only from port to port in the same State, up and down a navigable river of the United States and never goes beyond the State boundary."

In RAVESIS vs. UNITED STATES (C. C.) 37 F. 447, which was an appeal from the District Court, it was said, in reversing the decision of that Court:

"The error assigned in the case, and the only matter presented to this Court for decision, is whether the words, 'any vessel engaged in the coastwise trade,' * * * include vessels engaged in carrying trade on navigable rivers, or is to be limited to vessels engaged in the carrying trade along the seacoast. The District Judge held, and gave judgment accordingly, that 'coastwise trade' means trade or intercourse carried on by sea between two ports or places belonging to the same country, and does not include trade carried on on the navigable rivers. I am inclined to the opinion that this interpretation is too narrow. In the statutes of the United States relating to commerce, navigation, and revenue, the words 'coasting trade' and 'coastwise trade' are used synonymously. See Act April 14, 1874, (Rev. St.

Secs. 2513, 4358); 16 Op. Atty. Gen. 247. In the case of *Gibbons vs. Ogden*, 9 Wheat, 214 (6 L. Ed. 23), it is said by Chief Justice Marshall, in giving the opinion of the Court: 'The coasting trade' is a term well understood. The law has defined it, and all know its meaning perfectly. The Act describes with great minuteness the various operations of a vessel engaged in it, and it cannot, we think, be doubted that a voyage from New Jersey to New York is one of those operations."

In the case of *SAN FRANCISCO, CALIFORNIA, STEAM NAVIGATION COMPANY*, 10 CAL. 504, an action was brought to recover for defendants a sum of money for harbor dues in the city and County of San Francisco imposed upon its vessels plying between San Francisco and Sacramento and San Francisco and Stockton. Defendants demurred to the complaint and the demurrer was overruled and judgment entered for plaintiff and from that judgment an appeal was taken. The Court on appeal said:

"The Acts relied on by respondent impose these dues on all vessels *plying coastwise* and entering the harbor of San Francisco; and the only question raised on the record is, whether the defendants' vessels are embraced by this definition. The terms 'plying coastwise', in this connection, and the 'coasting trade', have a settled meaning. They were intended to indicate vessels engaged in the domestic trade, or plying between port and port in the United States, as contradistinguished from those vessels engaged in the foreign trade, or plying between a port of the United States and a port of a foreign country. This is evident from the various regulations of commerce made by Acts of Congress and otherwise, and the numerous decisions of Supreme Courts of the Union and of the several States."

The opinion in that case quotes from *NORTH RIVER STEAMBOAT COMPANY vs. LIVINGSTON, 3 COW. (N. Y.) 747*, in which the Court in that case giving a definition of the word "Coasting-trade" said:

"According to the * * * coasting-trade, * * * it means commercial intercourse carried on between different districts in different States, between different places in the same district, on the seacoast or on a navigable river. Agreeably to this definition, a voyage in a vessel of suitable tonnage, from New York to Albany, is as much a coasting voyage as from Boston to Plymouth or New Bedford. In both, the termini are in the same state, and within the navigable waters of the United States, though in one the navigation is upon a river, in the other on the ocean. * * * In corroboration of this construction is the fact that all vessels employed in navigating the river take a coasting license."

The words "coastwise" in the phrase "coastwise commerce" received a broad interpretation applicable to ports connected by inland canals in the case of *Baltimore & Philadelphia Steamboat Company vs. State Tax Commission of Maryland*, 145 ATL. 770. In this case the appellant protested an assessment by the State taxing authorities of its corporation stock on the ground that the corporation was engaged only in steamboating and its vessels were within the State Steamboat Tax Exemption Statute. It was provided in the Maryland statutes that all vessels of over five-hundred dead weight tons registered at any port in that State regularly in foreign or *coastwise commerce* between any port in the State of Maryland and any other port or ports beyond the limits of the Chesapeake Bay and its tributaries are exempted from all taxation in that State for State or local purposes.

The State Tax Commission after a hearing found that the vessel of the appellant was regularly en-

gaged in commerce between a port in the State of Maryland, to-wit, "the port of Baltimore as the port of origin, and a port beyond the limits of the Chesapeake Bay and its tributaries the ports of Philadelphia and Chester, Pa., situated on the Delaware River, and that in making its voyages between these points it traversed the Patapsco River, Chesapeake Bay, Elk River, Back Creek, the Chesapeake and Delaware Canal and the Delaware River, and that at no place during its voyages between the points of origin and terminus does it touch on the seacoast, and at no time is it engaged in foreign or coastwise commerce."

The State Tax Commission held that the vessel therefore was not exempted from taxation.

An appeal was then taken to the Baltimore City Court which affirmed the assessment made by the State Tax Commission and this appeal was then taken to the Court of Appeals of Maryland.

This Court reversed the order of the Court below on the ground that the boat of the appellants was engaged in "coastwise commerce" even though that in trading between the ports of Baltimore and Philadelphia it passes from Baltimore down the Patapsco River into Chesapeake Bay, and northward in the bay to the Chesapeake and Delaware Canal and through the canal to the Delaware River and thence to Philadelphia and never reaching the ocean. The Court held that it was clearly manifest the legislature used the term "coastwise" in its commercial or maritime sense as defining the class of water-borne commerce that included the bay traffic, as well as that which goes outside the capes to other domestic ports.

The Commission, upon the law and evidence in this case, makes the following findings:

- (1) That Tampa Bay is not a river or "inland water" of this State. That the waters of Tampa Bay are "coast waters" and that vessels engaged

in the transportation of freight on these waters are engaged in coast-wise trade and coast-wise commerce.

(2) That the words "rivers or inland waters in this State" as used in the statute may be reasonably construed to mean rivers that flow in the interior of the State long distances from the sea and lakes situated within the interior to which there is no access from the ocean or the gulf.

(3) It therefore follows that Tampa, St. Petersburg and Bradenton or other points situated on the waters of Tampa Bay and its tributaries being located upon "coast waters" are "coastal ports" within the meaning of Section 6702 Compiled General Laws of Florida 1927.

Therefore it is the opinion of the Commission that the operations of the St. Johns River Line Company within the waters of Tampa Bay are within the jurisdiction of this Commission. An appropriate order will be entered.

FLORIDA RAILROAD COMMISSION,

By EUGENE S. MATTEWS,

Chairman.

Dated at Tallahassee, Florida,
September 21, 1933.

Order No. 1156.
Docket No. 1177.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF
CARRIERS FOR AUTHORITY TO CANCEL

THE PRESENT MILEAGE COMMODITY
RATES ON PHOSPHATE ROCK AND ON
GROUND PHOSPHATE ROCK BETWEEN
POINTS IN THE STATE OF FLORIDA, IN CAR-
LOADS.

Pursuant to Notice No. 665 the above matters came on for formal hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, on the 12th day of July, 1933, and then and there appeared the following:

A. D. Whittemore, American Cyanamid Co.; A. J. Whitman, American Agricultural Chemical Co.; F. B. Porter, U. S. Phosphoric Products Corp.; H. P. Lindenfelser, Lakeland Phosphate & Fertilizer Co.; J. Curtis Robinson, Growers & Shippers League of Florida; F. C. Hillyer, for Colloidal Phosphate Sales Co., Connell & Shultz, the Loncala Phosphate Co., the Jacksonville Traffic Bureau and the Naranja Lime Rock Co.; J. H. Donnell, Gulf Fertilizer Co., and Tampa Traffic Association, and F. E. Harrison, Jr., representing Lime Rock interests and the State Road Department; R. J. Doss, A. F. T. M., Atlantic Coast Line Railroad, and T. T. Massengill, A. F. T. M., Seaboard Air Line Railway.

All who desired to be heard were fully heard, under oath.

This hearing was originally brought about by the application of the Atlantic Coast Line and the Seaboard Air Line Railroads, seeking authority to cancel the present mileage Commodity scales on Crude Phosphate Rock and Ground Phosphate Rock.

When this application was made there were in effect on Florida intrastate traffic various scales applying on Phosphate and its by-products and waste-products as follows:

1. A scale of rates on Crude Phosphate Rock,

based on Order No. 34 of this Commission, dated January 15, 1904.

2. A scale of rates on Ground Phosphate, based on the class "P" rates, observing the rates on Crude Rock as a minimum.

3. Classification basis of 75% of class "M" on Soft Phosphate and Phosphate Floats.

4. A scale of rates on Ground Phosphatic Sand or Clay, based on Class "P".

About 1922 there appeared on the market a commodity moving under the trade name of "Colloidal Phosphate". The record develops that this Colloidal Phosphate is the waste product from mining Commercial Phosphate Rock. (By "Commercial Phosphate" is meant crude Phosphate or Ground Phosphate that analyzes in excess of 55% of Bone Phosphate of Lime, hereafter referred to as "B. P. L.")

There are two types of Ground Phosphate.

1. The Commercial Ground Phosphate, having in excess of 55% B. P. L. Commercial Ground Phosphate is used very largely, if not exclusively, for acidulating purposes.

2. The commodity known as Ground Phosphatic Sand or Clay, and the same commodities moving under the trade name of "Colloidal Phosphate", with a B. P. L. content of 55% or less. These commodities are used for direct application to the soil, as soil conditioners and as Fertilizer Filler.

When Commercial Ground Phosphate is shipped into an acidulating plant there is usually an out-bound movement of Acid Phosphate or Fertilizer, at higher rates than applied on the inbound Phosphate.

When Ground Phosphatic Sand or Clay or Colloidal Phosphate are shipped they are either used for direct application to the soil or for Fertilizer Filler.

It developed in the record that for distances up to 40 miles the rates on Ground Phosphate were lower than on the Ground Phosphatic Sand or Clay or Colloidal Phosphate, (which commodities will hereafter be referred to as "By-Products".) This situation gave rise to the possibility of a shipper of the by-products describing his commodity as Ground Phosphate Rock, thereby securing a lower rate. It was this situation that doubtless brought about the carrier's application.

This is a confusing and aggravating condition, and one that should be remedied.

The proposal of the carriers is to cancel all of the present rates, and in lieu thereof to create a new scale to be applied on all of the commodities referred to above, with slight differences when the by-products are shipped in bags. This scale, as proposed by the carriers, creates marked increases from 5 miles up to 160 miles, in some instances amounting to over 100 per cent, in the Crude Rock scale now applicable, while it produces reductions for distances over 160 and up to 400 miles.

It also drastically increases the present rates on Ground Commercial Phosphate for distances up to 160 miles, and creates reductions for distances 170 to 450 miles.

It reduces the present rates on Soft Phosphate and Phosphate Floats up to 140 miles, and for distances over 140 miles and up to 450 miles it increases them.

It increases the rates on Ground Phosphatic Sand or Clay and Colloidal Phosphate for all distances.

The Center of the Pebble District in Florida is about at Mulberry, Fla., the distance from Mulberry to Tampa is 31 miles and to Jacksonville 206 miles.

The center of the Hard Rock District in Florida is

at Newberry, Fla. The distance from Newberry to Tampa is 132 miles, and to Jacksonville 86 miles.

Jacksonville and Tampa are the chief users of Commercial Crude and Ground Rock. The by-products are shipped to fertilizer factories at Jacksonville and Tampa for filler purposes, but the bulk of it is shipped to the citrus groves and vegetable farms within a hundred mile radius of the mines, so that to determine what the proposed scale means in actual application, 210 miles would be the maximum distance. Even that distance cannot be used as to Crude or Ground Commercial Phosphate, as carriers do not propose to disturb the present rates on those commodities to Tampa, Jacksonville and Pensacola, which rates are on a group basis.

So that attention may be given only to the effect of the proposed scale on the by-products. On the by-products for a distance of 70 miles, the present rate is \$1.03 per ton, and the proposed rate is \$1.55 per ton. On Soft Phosphate and Phosphate Floats for a distance of 70 miles, the present rate is \$1.69 per ton and the proposed rate is \$1.55 per ton. This reduction is a paper one, however, for the reason that there is little or no movement of Soft Phosphate or Phosphate Floats.

All of the rates referred to above, both the rates based upon our Order No. 34 and those based on Class "P" have been in effect for a long time. They reflect the increases during and after the World war period, inasmuch as they were increased by specifics under General Order No. 28 of the Director General of Railroads, on June 25, 1918, and were further increased by 25% under Ex Parte No. 74 on August 26, 1920, and reduced by 10% as of July 1, 1922.

The question of carload minimum weights is also one of importance in this proceeding. The present carload minimum weights are as follows: Crude and Ground Commercial Phosphate Rock, 30,000 pounds.

Soft Phosphate and Phosphate Floats, 40,000 pounds.
Ground Phosphatic Sand or Clay and Colloidal
Phosphate, 90% of marked capacity of car.

Insofar as Crude and Ground Commercial Phosphate are concerned this record shows that the loading is now very close to the capacity of the cars placed for loading, and there appears no good reason why the carload minimum weight should not be fixed at 90% of the marked capacity of the car.

Under the Notice in this Docket there is nothing involved except Crude Commercial Phosphate and Ground Commercial Phosphate.

Carriers propose for application to the entire Phosphate Group the so-called Southeastern Land Plaster scale, as now applicable to interstate traffic in the Southeast. The New Standard Dictionary defines Land Plaster as follows:

“Any earthy or rock gypsum, ground fine and used as fertilizer.”

There is no testimony in this case showing the analogy between Land Plaster and the Phosphatic materials under review, nor is it even contended that there is any similarity between Land Plaster and Crude or Ground Commercial Phosphate, either as to natural characteristics or uses.

While we are of the opinion that the confusion brought about by the inadequate descriptions in these various scale should be brought to an end, we are also of the opinion that such result can be obtained without the drastic increases in the rates as proposed by the carriers.

These matters now coming on for further and final consideration and the Commissioners being fully advised in the premises, it is FOUND AND ORDERED as follows:

1. That there shall be no change in the scales of rates now applicable in this State on Crude or Ground Commercial Phosphate.

2. That the carload minimum weight on Crude or Ground Commercial Phosphate shall be 90% of marked capacity of car in which loaded, except that when car is loaded to full visible capacity, actual weight shall govern.

3. Carriers may publish in connection with these rates a stipulation that they only apply on Crude or Ground Phosphate having a B. P. L. content in excess of 55%, and may require shippers to provide on the face of shipping tickets or bills of lading a certificate showing the B. P. L. content in order to distinguish Commercial Phosphate from the By-Products, it being understood that the term "Commercial Phosphate" means a B. P. L. content in excess of 55%.

4. Carriers have not brought into question, except by inference, the rates on Soft Phosphate or Phosphate Floats, and inasmuch as there is no movement of those commodities, there appears no good reason why they should not remain in the Fertilizer Material List as at present, and it is so ORDERED.

All carload minimum weights in conflict with this Order are hereby canceled.

This Order shall take effect on the 20th day of October, 1933.

DONE and ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 28th day of September, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1157.
Docket No. 1193.

**BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA**

**IN THE MATTER OF THE PETITIONS OF RAIL
CARRIERS IN FLORIDA FOR AUTHORITY TO
REVISE THE PRESENT INTRASTATE RATES
ON GROUND OR PULVERIZED LIMESTONE
AND MARBLE, AND ON GROUND PHOS-
PHATIC SAND OR CLAY, C. L. AND L. C. L.**

Pursuant to Notice No. 666 the above matters came on for formal hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, on the 14th day of July, 1933, and then and there appeared the following:

A. D. Whittemore, American Cyanamid Co.; A. J. Whitman, American Agricultural Chem. Co.; F. B. Porter, U. S. Phosphatic Products Corp.; H. P. Lindefelser, Lakeland Phosphate & Fertilizer Co.; J. Curtis Robinson, Growers & Shippers League of Florida; F. C. Hillyer, for Colloidal Phosphate Sales Co., Connell & Shultz, the Loncala Phosphate Co., the Jacksonville Traffic Bureau and the Naranja Lime Dock Co.; J. H. Donnell, Gulf Fertilizer Co., and Tampa Traffic Association; and F. E. Harrison, Jr., representing certain Lime Rock interests and the State Road Department, R. J. Doss, A. C. L. R. R., and T. T. Massengil, S. A. L. Ry.

All who desired to be heard were fully heard, under oath.

This matter came up upon petition of J. E. Tilford and J. A. Streyer, representing the truck line and short line railroads, respectively.

The purpose of the application with respects to Ground Phosphatic Sand and Clay was to clarify the

several scales and varying descriptions on those commodities, as well as to bring about an increase in the rates. The purpose of the application with reference to Limestone was an increase in the rates.

There was injected into the hearing the question of rates on a commodity called "Colloidal Phosphate." This is a trade name, the material being similar to Ground Phosphatic Sand or Clay, and any reference hereafter to Ground Phosphatic Sand or Clay will be understood to include Colloidal Phosphate.

The testimony shows that Ground Limestone is used primarily for direct application to the soil, for the correction of acidity, and that Ground Phosphatic Sand or Clay is also used for direct application to the soil but is used as a soil builder or conditioner, neither of the commodities being in any sense fertilizers, and neither one competing with the other. Ground Phosphatic Sand or Clay is also used as a fertilizer filler.

Ground Limestone contains 98.5% of Lime, and Phosphatic Sand or Clay contains 55% or less of Bone Phosphate of Lime.

The value of Ground Limestone in bulk is around two dollars per ton, and of Ground Phosphatic Sand or Clay from two to three dollars per ton. The price of both commodities when shipped in sacks is increased by the amount of the cost of sacking.

The rates at present in effect on Ground Limestone and Phosphatic Sand and Clay were originally based on the Class "P" rates, and have been increased by specifics under General Order No. 28 of the Director General of Railroads, by a further increase of 25% under Ex Parte No. 74 of the Interstate Commerce Commission, as of August 26, 1920, and reduced by 10% on July 1, 1922.

As a rule, both Ground Limestone and Phosphatic Sand or Clay require tight box cars for shipment,

but Phosphatic Sand Clay may be and is being shipped in ventilated box cars, for which the carriers have been seeking to find a use since the movement of perishable traffic has been largely transferred to refrigerator cars. When ventilated cars are used it is necessary to board up the vents and doors, and this is always done at the expense of the shipper.

At present the carload minimum weight on Ground Limestone is 30,000 pounds, and on Phosphatic Sand or Clay it is 90% of the marked capacity of the car in which loaded.

There are not now in service on the truck lines of Railroads any box cars of less than 60,000 pounds capacity, and there appears no good reason why the minimum weight on Limestone should not be made 60,000 pounds.

In view of the present economic conditions, and in view of the fact that these rates are now on a higher level than they were at the outbreak of the World war, and in view of the further fact that at a conference between shippers the Atlantic Coast Line and Seaboard Air Line Railways, held in New York on January 22nd, 1924, the carriers voluntarily agreed to apply on "clay or sand, ground phosphatic, carload minimum, 90% of marked capacity of car," the same mileage scale as was then applicable on ground or pulverized Limestone, we are of the opinion and FIND that there should be no increase in the present rates on either ground Limestone or Ground Phosphatic Sand or Clay.

This finding is strengthened by the fact that these commodities are more largely produced in Florida than in any other state in the South, and by the further fact that they are both used on the groves and farms of this State for the purpose of increasing yield, thereby enhancing the tonnage of the carriers.

These matters now coming on for further and final consideration, and the Commissioners being fully

advised in the premises, it is FOUND and ORDERED as FOLLOWS:

1. That the rates now in effect on Ground or Pulverized Limestone and Marble, C. L., between points in Florida, shall not be increased, but shall remain on the present basis. On less than carload shipments the ratings provided in Southern Classification may be applied.

2. That the rates now in effect on Ground Phosphatic Sand or Clay, including Colloidal Phosphate, shall not be increased, but shall remain on the present basis when in carloads. On less than carload shipments the rating provided in Southern Classification may be applied.

3. That the carload minimum weight on Ground or Pulverized Limestone and Marble be made 60,000 pounds.

4. That the carload minimum weight on Ground Phosphatic Sand or Clay, including Colloidal Phosphate remain at 90% of the marked capacity of the car in which loaded.

5. Carriers may provide in their tariffs that the present rates on Phosphatic Sand or Clay, including Colloidal Phosphate are applicable only on such materials when they contain 55% or less of Bone Phosphate of Lime, and they may require shippers of such materials to provide on each shipping ticket or bill of lading a certificate as to the Bone Phosphate of Lime content.

6. It is further found that there is no movement of Phosphatic materials described as "Phosphate Dust", "Soft Phosphate," or "Phosphate Floats." Should shipments of "Phosphate Dust" be offered, the proper rate to be applied could be very readily determined by the certificate of B. P. L. content.

7. This Order shall become effective on October 20th, 1933.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in session at their offices in the city of Tallahassee, Florida, this 28th day of September, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1158.
Docket No. 1202.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF
FLORIDA RAIL CARRIERS FOR AUTHORITY
TO REVISE DEMURRAGE RULE XIV OF THE
DEMURRAGE RULES OF THIS COMMISSION
WITH REFERENCE TO STORAGE CHARGES
ON BAGGAGE.

Pursuant to Notice No. 672, dated August, 22nd, 1933, the above matter came on for formal hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, on the 4th day of October, 1933, and then and there appeared the following:

J. D. Rahner, G. P. A., F. E. C. Ry.; Mr. S. G. Linderbeck, A. G. P. A., Seaboard Air Line Railway.

All who desired to be heard were fully heard, under oath.

And now on this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, it is FOUND and ORDERED as follows:

That Rule XIV of the Commission's Rules be amended to read as follows:

"RULE XIV, STORAGE CHARGES ON BAGGAGE: Each piece of Baggage or Property, either inbound or outbound, checked or not checked, remaining at stations will be stored for the first 24 hours without charge. After the first 24 hours, storage will be charged for the number or days (24 hours) on hand, as indicated in table below, a fraction of a day to be counted as a full day.

Number of Days	Charge	Number of Days	Charge
1	\$0.30	6	\$0.90
2	.42	7	1.02
3	.54	8	1.14
4	.66	9 to 30, inclusive	1.20
5	.78		

Except that Baggage or property will be held free when received at any hour Saturday or Sunday and claimed before midnight the following Monday. If not claimed within the time specified, storage will commence 24 hours after receipt of the baggage or property. Legal Holidays will be treated same as Sundays. When a legal holiday falls on Saturday or Monday, it is observed on either of these days, the Sunday and legal holiday combined will be treated the same as Sundays. No deductions will be made for Sundays or legal holidays after storage has begun."

This Order and Amended Rule XIV shall become effective on the 6th day of November, 1933.

Done and ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 27th day of October, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1159.
Docket No. 1209.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF THE LAKELAND GULF CANAL COMPANY, A CORPORATION ORGANIZED UNDER THE LAWS OF THE STATE OF FLORIDA, FOR APPROVAL OF A CERTAIN SCHEDULE OF SHIP CANAL TOLLS AND OF A CERTAIN SCHEDULE OF SHIP DUES FOR THE USE OF THE LAKELAND SHIP CANAL.

1. This matter coming on for consideration before this Commission upon the petition of the Lakeland Gulf Canal Company, a canal corporation organized under the laws of the State of Florida, for approval of a schedule of ship canal tolls and a schedule of ship dues (said schedules being attached to and made a part of its said petition) to be charged by said company for the use of the Lakeland ship canal to be built and operated by said company, and it appearing that the said company has received a charter from the State of Florida authorizing it to construct and operate a ship canal from a point within the corporate limits of the city of Lakeland, Polk County, Florida, to a convenient point on Hillsborough Bay at or near the mouth of the Alafia River in Hillsborough County, Florida, and authorizing it to collect tolls and to make other charges for the use of the said canal; and it further appearing that although the said company is now making preliminary plans for the construction and operation of such ship canal it will be sometime before the same is open for traffic; and it further appearing that the statute conferring jurisdiction upon this Commission to regulate canal tolls on any canal and requiring it to fix a schedule of tolls or traffic charges to be charged on any public canal, contemplates a canal constructed, in operation and open to public use:

It is therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that it is without jurisdiction to approve a schedule of ship canal tolls and a schedule of ship dues for the use of the Lakeland-Gulf Canal until such canal shall have been constructed and put into operation and is open to traffic.

It is further ORDERED that when said canal shall have been opened to traffic or shall have reached such stage of construction and operation as will enable the Commission to arrive at a just and reasonable schedule of canal tolls and ship dues for the use of such canal, such petition will be considered and after due hearing and consideration of the evidence presented to it this Commission will prescribe such schedules of canal tolls and ship dues and traffic charges for the use of such canal as will, under honest, efficient and economical management, earn an annual net operating income, equal as near as may be, to a fair return upon the value of the property of such Canal Company used and useful in the public service.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 24th day of October, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1160.
Docket No. 1205.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

IN THE MATTER OF PROPOSED REVISION OF
FREIGHT RULE 14 OF THE RULES OF THIS
COMMISSION.

Pursuant to Notice No. 674, dated August 31st, 1933, the above matter came on for formal hearing before the Railroad Commissioners of the State of Florida at Tallahassee, Florida, on the 3rd day of October, 1933, and then and there appeared the following:

T. T. Massengil, A. F. T. M., S. A. L. Ry.; H. H. Simms, A. G. F. A., F. E. C. Ry.; H. V. Boyes, G. F. A., A. C. L. Railroad, and F. E. Harrison, Jr., of the State Road Department.

All who desired to be heard were fully heard, under oath.

And now on this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, it is ORDERED as follows:

It is ORDERED that Rule 14 of the Freight Rules of this Commission be amended to read as follows:

"Rule 14. Unless otherwise provided in separate description of articles, a shipment containing articles the dimensions of which do not permit loading through the center side doorway, 6 feet wide by 7 feet six inches high, without the use of end door or window in a closed car not more than 36 feet in length by 8 feet six inches wide and 8 feet high, shall be charged at actual weight and authorized rating, subject to a minimum charge of 4,000 pounds for the entire shipment at the first class rate."

This Order and amended Rule 14 shall become effective on the 6th day of November, 1933.

DONE and ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 25th day of October, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1161.
Docket No. 1204.

**BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA**

**IN THE MATTER OF THE APPLICATION OF
FLORIDA RAIL CARRIERS FOR AUTHORITY
TO ADJUST RATES ON LUMBER AND RE-
LATED ARTICLES, THROUGH CERTAIN JUNC-
TION POINTS IN FLORIDA.**

Pursuant to Notice 670, dated August 22nd, 1933, the above matter came on for formal hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, Florida, on the 3rd day of October, 1933, and then and there appeared the following:

T. T. Massengill, of the Seaboard Air Line Ry; H. H. Simms, of the F. E. C. Ry.; H. V. Borjes, of the Atlantic Coast Line Railroad and F. E. Harrison, Jr., of the State Road Department.

All who desired to be heard were fully heard, under oath.

ORDERED that Florida carriers by Rail be, and they are hereby authorized to revise the present rates on Lumber and Related Articles, as published in Florida Lumber Tariff, I. C. C. A-707, (J. H. Glenn series), applicable from points named on page 1 of said tariff, as amended, to points named on pages 2 through 69 of said Tariff, to reflect the proper basis, which is combination over junctions at which there is a physical interchange, less established deductions.

This Order shall take effect on the 6th day of November, 1933.

DONE and **ORDERED** by the Railroad Commissioners of the State of Florida, in session at their of-

fice in the City of Tallahassee, Florida, this 25th day of October, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1162.
Docket No. 1208.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF FLORIDA EAST
COAST RAILWAY, WM. R. KENAN, JR., AND
SCOTT M. LOFTIN, RECEIVERS, TO ABANDON
THE FREIGHT HOUSE FACILITIES AT
STUART, FLORIDA, AND TO CONVERT ITS
PASSENGER STATION INTO A COMBINATION
FREIGHT AND PASSENGER STATION.

1. Upon consideration of the petition of Wm. R. Kenan, Jr., and Scott M. Loftin as Receivers of Florida East Coast Railway filed herein on September 25, 1933, it appears that the freight warehouse of the Florida East Coast Railway located at Stuart, Florida, was entirely destroyed by fire on July 10th, 1933, and petitioners alleging that it was without funds with which to rebuild such freight station, and that such station was not necessary to the efficient operation of the system of transportation of the Florida East Coast Railway, did petition this Commission to permit it to abandon the freight house facilities at Stuart, Florida, which were formerly furnished by them prior to the destruction of said freight warehouse by fire; and it further appearing that by Notice No. 675, dated October 12th, 1933, a hearing was ordered held on October 24th, 1933, upon such petition; and it further appearing that the city of Stuart through its Mayor-Commissioner has withdrawn its objections to the granting of such petition reserving

its right to request this Commission to hold a hearing at a later date in the event that the present method of handling freight from the passenger station becomes objectionable:

It is, therefore, CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the petition of W. R. Kenan, Jr., and Scott M. Loftin, Receivers of the Florida East Coast Railway, to abandon the freight house facilities at Stuart and to convert the present passenger station building into a suitable combination freight and passenger station and to use the same for passenger and less than carload freight purposes, be and the same is hereby GRANTED.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 27th day of October, 1933.

EUGENE S. MATTHEWS,

Chairman.

OPINION

FILE NO. 4329—IN THE MATTER OF APPLICATION OF SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY AND FLORIDA TELEPHONE ASSOCIATION OF CHANGES IN TOLL RATES IN THE STATE OF FLORIDA.

DOCKET NO. 1164—IN THE MATTER OF APPLICATION OF PENINSULAR TELEPHONE COMPANY OF TAMPA, FLORIDA, FOR APPROVAL OF A TOLL TARIFF COVERING TOLL PRACTICES AND BASIS OF RATES APPLICABLE THROUGHOUT THE TERRITORY COVERED BY SAID PENINSULAR TELEPHONE COMPANY.

On October 8, 1925, the Southern Bell Telephone & Telegraph Company and the Florida Telephone Association petitioned the Railroad Commission of the State of Florida to hold a hearing for the purpose of authorizing a change in toll rates for the State of Florida by changes in basis of mileage measurement, by classification of toll telephone service which would reduce rates for night service, and by the adoption of a schedule of rates applicable thereto. The petitioner, the Florida Telephone Association, consisted of a membership including practically all of the operating telephone companies in the State of Florida, embracing the Peninsular Telephone Company, Inter County Telephone & Telegraph Company and the Florida Telephone Corporation.

As a result of such petition a hearing was held by the Railroad Commission after due and timely notice and all of said telephone companies were present, and as a result of said hearing the Commission issued its Order No. 840, dated December 30, 1925, and recorded in Order Book "E" on pages 189 to 209 inclusive. By such order a revised schedule of telephone toll rates and charges was promulgated and made effective on January 15, 1926. The basis of mileage measurement adopted by the Commission in said order was air line mileage.

On January 16, 1926, the Peninsular Telephone Company filed a petition asking that this Commission modify its Order No. 840 so that the Peninsular Telephone Company would be permitted in determining rates within certain of its territory to establish turning points, two in number, designated "A" and "B", the geographical centers of Blocks SS72-O and SS73-R.

Upon consideration of this petition the Commission entered its Order No. 846 dated February 18, 1926, and recorded in Order Book "E" on page 239. By its Order No. 846 the Commission reiterated its determination to be governed in all cases by air line

mileage in establishing the new system of toll rates prescribed in its Order No. 840.

On February 26, 1926, the Peninsular Telephone Company filed with the Railroad Commission its application for reconsideration of its petition filed January 16, 1926, and a reconsideration of Order No. 846, and for leave to fix rates based upon turning points shown in its original petition, and offered to submit a traffic study of the facilities required to adequately handle traffic and the expense of installing cable across old Tampa Bay either via Gandy Bridge route or other feasible route in order to determine the practicability of a direct air line mileage. This Commission granted the Peinsular Telephone Company a rehearing upon its petition filed on January 16, 1926, and permitted said company to base its toll rates upon turning points as heretofore described until the further order of this Commission. This Commission further agreed to consider the traffic studies to be made and filed by Peninsular Telephone Company on or before January 1, 1927. These traffic studies were not presented to the Commission until on or about February 1, 1928.

It later appeared that the Order made by the Commission on February 26, 1926, granting a rehearing upon the petition of January 16, 1926, had never been entered upon the records of the Commission and the Commission upon proof of this fact having been made did make and enter its Order No. 1108 dated April 7, 1932, nunc pro tunc as of February 26, 1926.

On May 31, 1932, the Peninsular Telephone Company applied to this Commission for approval of a Toll Tariff covering toll practices and basis of rates applicable throughout the territory covered by said Peninsular Telephone Company. After due and timely notice to all parties interested this application was heard by the Commission on Wednesday, August 10, 1932, and a transcript of the sworn testimony intro-

duced at said hearing was taken and made by this Commission.

In its application for approval of its Toll Tariff the Peninsular Telephone Company through its Vice President and General Manager said:

"Our attention was directed sometime ago to certain inequalities that existed in the toll rate structure of certain exchanges within the territory served by this company and certain exchanges served by connecting companies adjoining our territory by reason of the application of the turning points to the exchanges in our territory only. By reason of the application of the turning point principle a "band area" was created in which these inequalities existed which had previously not come to our attention. We have, however, prepared a plan for modification of the present basis which, while not affecting the turning point principle, will eliminate the inequalities which now exist and which will be general in application."

This Commission broadened the issue to be considered at this hearing upon the application of the Peninsular Telephone Company for approval of its toll tariff to also include a rehearing on the original petition of Peninsular Telephone Company for a modification of Order No. 840 permitting it to use turning points in making its rates, and these proceedings have been consolidated and one order will be made covering both File No. 4329 and Docket No. 1164.

Representatives of the telephone company, and also of the City of St. Petersburg; Board of County Commissioners of Pinellas County; The Merchants Association of St. Petersburg; St. Petersburg Hotel Men's Association; St. Petersburg Realty Board and the Chamber of Commerce were all present and giv-

en an opportunity to be heard and introduce testimony in this proceeding.

In addition to the study concerning cable and open wire toll lines as between Tampa and St. Petersburg, filed with this Commission on or about February 1, 1928, the Peninsular Telephone Company also filed a supplemental study on or about January 1931, and at this hearing presented a further study bringing the matter up to the date of the hearing.

The first study showed the traffic for a number of years in the past and estimated the traffic for a reasonable period in the future in order to find what traffic load the company could reasonably expect for the future years. Based upon this traffic load an estimate was made of the number of circuits that would be required between Tampa and St. Petersburg, Tampa and Clearwater and Clearwater and St. Petersburg. It was explained that the reason for combining these into one study was on account of the fact that for a part of the way these circuits were carried by the same pole lines and interconnected in such a way that it was necessary to combine them.

A study over a five year period was made and alternate plans were studied of either an open wire or of putting a cable across Gandy Bridge and continuing the open wire circuit between Tampa and Clearwater and between Tampa and St. Petersburg. The carrying charges on both plans for the five year period were figured and the study showed that the carrying charges on the two plans would be about the same in the year 1930—that is to say that they would approach each other about that time.

The study shows that estimated calls for the year 1930 was placed at 51,680, and on that basis the cable would have been equally as economical as open wire.

The second supplemental study made in January, 1932, was based on actual traffic and showed that since 1927 the circuit load had decreased from 24,-

160 in the peak month of 1927 to 19,004 in 1931; and the further study for this present year shows a further decrease of 14,122 calls over the Tampa-St. Petersburg circuit where the estimated load was 71,600. This present study also shows that where 51,680 calls were estimated for 1930 the actual number of calls was 21,294.

The present study compares the cable plan with the present open wire plan. This study shows that the value of the open wire plant was \$98,695.48 and that the cable plant would cost \$96,575.61 of which \$83,245.03 would be cash and the balance the value of the local plant that could be transferred to toll use.

This study also shows and the company contends that the net loss of the open wire plan necessary to remove or retire the same, provided cable is installed, was \$77,487.83, making the total cost to the company including retirement loss to construct the toll cable of \$174,063.44. No estimate was made of the amount that the Gandy Bridge company might charge for the privilege of crossing the bridge.

The purpose of these studies seems to be to show that it would be more economical for the Peninsular Telephone Company to maintain its present line around Tampa Bay than it would be to construct a new line across Gandy Bridge or a submarine cable under Tampa Bay and that the traffic study shows that there has been a decided decrease in the number of calls.

On the other hand, the testimony and exhibits filed in this proceeding show that the net operating revenue of the Peninsular Telephone Company for 1925 was \$369,714.71 and for 1926 it was \$703,812.92, an increase of almost 100%; and that the operating revenue showed an increase in 1927 of almost 25% over 1925 and a further increase of about 8% in 1928 over 1927, and that since 1928 the net operating revenues have remained practically stationary ex-

cept for an increase of about \$11,000.00 in 1931 over 1930. That its proportion of operating expenses to operating revenue—or its operating ratio—has steadily declined from about 76.61 in 1925 to 57.53 in 1931.

Order No. 840 became effective January 15, 1926, and provided a revised schedule covering toll rates and charges. The evidence shows that the toll operating revenue increased from \$381,126.71 in 1925 to \$548,696.44 in 1926 over the Peninsular Telephone Company's system and increased to \$552,506.10 in 1927 and for the year 1931 the toll operating revenues were \$462,910.97, which is about 18% under those for the peak year 1927, while toll operating expenses declined some \$61,000.00 in 1931 under the peak year.

With the toll tariff filed by the Peninsular Telephone Company for approval the telephone company filed a Revised Sheet No. 2 to Section 7 of said tariff, which, if adopted, would have the effect as claimed by the company of revising certain rates that are affected by the turning point which the company had found unequitable. It seems that the company was maintaining toll rates to connecting line exchanges which were lower than the rates to its own exchanges and this situation was to be changed and corrected by adjusting the rates to its own exchanges and so that these rates would not be higher than the rates to connecting line exchanges for the same distances.

This Revised Sheet No. 2 of Section 7, provided in part as follows:

**"TOLL RATES AND METHODS OF
COMPUTING SAME**

C. TURNING POINTS.

1. Between points in this Company's territory, whose block centers are 48 miles or less apart, separated by large bodies of water, the rates to

be established are the sum of the rates via certain pre-determined turning points as more specifically set forth on the Rate Block Map attached to this Tariff. The rate thus established not to exceed the 48 to 56 mile rate.

2. These turning points, two in number, designated "A" and "B", the geometrical centers of block SS72-O and SS73-R, have been selected as being those which best afford close approximation to air line distances in determining rates turning point although from St. Petersburg to Tampa Bay.

3. In determining rates between two points the conditions under which one or both of the turning points, or neither, are to be used shall be as follows:

(a) If the air line distance between points is wholly overland, neither turning point shall be used and the rate shall be based on direct or block measurement in accordance with the approved schedule of rates.

(b) If the air line distance is over water barriers, and their block centers are 48 miles or less apart, either one or both turning points shall be used as will afford the nearest approximation to air line land mileage.

4. When conditions are such that only one turning point is required, the through rate will be the sum of the rates to the proper turning point, such rate being in accordance with the schedule of approved rates. The rate thus established not to exceed the 48 to 56 mile station-to-station rate.

5. When the conditions are such that both turning points are indicated, the through rate shall be made up of the sum of the rates to each

of the turning points plus the rate between the turning points, such rates being in accordance with the schedule of approved rates. The rate thus established, not to exceed the 48 to 56 mile station-to-station rate.

6. In all cases the through rates made up of rates via the turning point or points shall be the station-to-station day rate between the two terminals points involved, and the rates for other classes of service shall be in accordance with the table of computed rates for other classes of service."

The method of constructing rates by the turning point principle is to determine the distance from the point of origin of the calling exchange to the first turning point and then applying such distance to the scale obtain a rate.

Then the distance from the first turning point to the second turning point shall be ascertained and that distance having been applied to the scale another rate is obtained; and then the distance from the second turning point to the destination point is ascertained and that distance applied to the scale and a third rate obtained.

These three rates are then added together and the through rate is thus established not to exceed the 48 to 56 mile rate.

This through rate contains many factors of cost included in the local rates that should not be included in a through rate. It was contemplated when the use of the turning point was permitted that the rate should be constructed upon the aggregate distance from the exchange to the first point, and the distance from the first turning point to the second turning point, and then from the last turning point to destination and then apply the scale to this total distance. For instance: The Air Line Mileage from St.

Petersburg to Auburndale is 56 miles. The combination of rates from St. Petersburg to Auburndale on the turning points establishes a rate of 70c; the distance by the turning points is 69 miles and the scale for such distance is 55c. Thus the turning point combination rates are 15c higher than would be the rate if made by the distance scale.

If the turning point principle of making rates was not permitted and they were made on air line mileage the rate from St. Petersburg to Auburndale would be 50c or 20c less than the rates established on the turning point principle.

The evidence further shows that with reference to the rate between St. Petersburg and Tampa that the scale rate would be 20c lower than the rate via the turning point although from St. Petersburg to Tampa is very much less than that from St. Petersburg to Auburndale. To illustrate: If the air line mileage from St. Petersburg to Tampa is 16 miles the scale rate would be 15c, whereas the rate now established between these points on the turning point principle is 35c, and between St. Petersburg and Bradenton the difference is even greater.

If, as the evidence tends to show, the air line mileage from St. Petersburg to Bradenton is 19 miles the rate based on a scale for air line distances would be 20c, whereas the established rate from St. Petersburg to Bradenton via the turning point principle is 70c, which indicates a difference of 50c.

However, it is proper to note here that by the use of the 48 mile zone the rates from St. Petersburg to Frostproof, Haines City, Auburndale and many other exchanges in the Peninsular system would be prescribed on an air line basis and, of course, would be reduced to that extent, but the reduction would not apply with the same force to points within the 48 mile zone since all points coming within the 48 mile zone would take the 56 mile rate. The 56 mile sched-

ule is 5c higher than the 48 mile. Such adjustment would appear to be discriminatory against those exchanges within the 48 mile zone as against those located without the 56 mile zone.

Protestants urge with vigor and some force that Order No. 840 was prescribed by this Commission in 1925 when commodity prices were exceedingly high and that since that time all commodity prices have sharply declined, and that the value of money is much greater now than it was at that time, and measured by this standard telephone rates prescribed in 1925 are higher than they should be under present conditions.

Upon this record the Commission finds:

(1) That when it prescribed a revised schedule of telephone toll rates and charges by its Order No. 840, dated December 30, 1925, and when it denied the petition for a supplementary order permitting the telephone company to use the turning point principle by its Order No. 846, it fully considered the number of stations in operation by the Peninsular Telephone Company and the number of toll calls over its Tampa-St. Petersburg circuit, and the existence of Tampa Bay as a natural barrier, and whether or not it was impractical and unjust to the Peninsular Telephone Company to apply to its rates for toll service in such territory the general rules and classification to be applied by other telephone companies, and that no reason now exists or has been presented to this Commission why it should prescribe a different method of constructing rates than that prescribed in its Order No. 840.

(2) That the application of the Peninsular Telephone Company for approval of the toll tariff submitted in File No. 1164 should be denied.

(3) That the evidence submitted upon the rehearing of the petition of Peninsular Telephone

Company dated January 16, 1926, requesting that said Peninsular Telephone Company be authorized to base its toll rates upon turning points, two in number, designated as "A" and "B", the geographical centers of Blocks SS72-O and SS73-R, shown by diagram attached to said petition and upon the files in the office of this Commission, shows that said petition should be denied and that the principle of basing rates upon said turning points should not be permitted but that the said Peninsular Telephone Company should be required to strictly observe the schedule of telephone toll rates and charges and the basis of mileage measurement as prescribed by Order No. 840.

An appropriate order will be entered.

FLORIDA RAILROAD COMMISSION,

By EUGENE S. MATTHEWS,

Chairman.

Tallahassee, Florida,
October 31, 1933.

Order No. 1163.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

FILE NO. 4329. IN THE MATTER OF APPLICATION OF SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY AND FLORIDA TELEPHONE ASSOCIATION FOR CHANGES IN TOLL RATES IN THE STATE OF FLORIDA.

DOCKET NO. 1164—IN THE MATTER OF APPLICATION OF PENINSULAR TELEPHONE COMPANY OF TAMPA, FLORIDA, FOR APPROVAL

OF A TOLL TARIFF COVERING TOLL PRACTICES AND BASIS OF RATES APPLICABLE THROUGHOUT THE TERRITORY COVERED BY SAID PENINSULAR TELEPHONE COMPANY.

1. Pursuant to Notice No. 627, dated July 11, 1932, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on August 10, 1932.

And then and there appeared the following:

Mr. Howard P. MacFarlane,

Mr. Carl Brorein,

Mr. R. W. Shriner,

Mr. C. T. Archer,

for the applicant Peninsular Telephone Company.

Mr. E. J. Cosgrove, Jr., Counsel,

Mr. J. M. Touart,

Mr. W. L. Tillinghast,

Mr. John M. Brown,

Mr. S. R. McIntosh,

for protestants.

2. This cause coming on further to be considered on the record made at the hearing on August 10, 1932, and upon the studies made and filed with this Commission by Peninsular Telephone Company and the exhibits introduced and made a part of this record, and it appearing that all parties entitled to notice and to be heard have had such notice and have been heard, and the Railroad Commission being fully advised in the premises and having made findings and reached conclusions as expressed in its opinion this date filed in this cause, thereupon makes the following Order, that is to say:

A.

That the application of the Peninsular Telephone Company for approval of a Toll Tariff

covering toll practices and basis of rates applicable throughout the territory covered by said Peninsular Telephone Company, filed under Docket No. 1164, be and the same is hereby DENIED.

B.

That the Peninsular Telephone Company be and it is hereby required to cease and desist from basing its toll rates upon the turning points, two in number, designated as "A" and "B", the geometrical centers of Blocks SS72-O and SS73-R, as appears on a diagram attached to its petition dated January 16, 1926, and that it be required to establish, make effective and observe from and after 12:01 o'clock A. M., on the 21st day of November, A. D. 1933, the schedule of telephone toll rates and charges, together with classification, rules and regulations pertaining thereto, as prescribed by this Commission in Order No. 840, dated December 30, 1925, as revised by Order No. 902 dated April 6, 1927. Copy of Order No. 840 and of Order No. 902 are hereto attached and by reference made a part of this Order.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the city of Tallahassee, Florida, this 31st day of October, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 840.
File No. 4329.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

In the Matter of the Application of Southern Bell Telephone & Telegraph Company and The Florida Telephone Association for changes in Toll Rates in the State of Florida.

1. On October 8, 1925, the Southern Bell Telephone & Telegraph Company and The Florida Telephone Association petitioned the Railroad Commissioners of the State of Florida to hold a hearing for the purpose of authorizing a change in Toll Rates for the State of Florida, by changes in basis of mileage measurement, by classification of toll telephone service, which would include reduced rates for night service, and by the adoption of a schedule of rates applicable thereto, said petitioner The Florida Telephone Association consisting of a membership including practically all of the operating telephone companies in the State of Florida, embracing the Peninsular Telephone Company, The Inter-County Telephone & Telegraph Company and the Florida Telephone Corporation.

2. On December 7, 1925, written Notice was given that the said Commissioners would be in session in the hearing room of the Florida Railroad Commission at Tallahassee, Florida, on the 22nd day of December, 1925, at 10 o'clock A. M., to hear and consider the aforesaid application of the said Southern Bell Telephone & Telegraph Company and The Florida Telephone Association, and to hear and consider such other matters relating thereto as might arise in the premises.

And at said time and place said petitioners and all other parties interested would have an opportunity to be fully heard in the premises.

3. On December 22nd, 1925, the said Railroad Commissioners of the State of Florida met in open session in their hearing room in the Supreme Court Building at Tallahassee, Florida, at 10 o'clock A. M., to hear and consider the aforesaid application referred to in paragraph 2 of this Order, and to hear all

other parties interested who desired to be heard in the premises, at which time and place the following appearances were entered as participating in said hearing:

J. J. McTiernan, Chief Accountant; Ernest F. Brown, Resident Engineer; Macon Martin, General Commercial Engineer; David Laird, Florida Manager; F. L. Woodruff, General Commercial Manager, and E. D. Smith, General Solicitor, all appearing for the Southern Bell Telephone & Telegraph Company.

J. S. Gillentine, Vice-President and General Manager, Inter-County Telephone & Telegraph Company.

Frank D. Moor, Secretary, appearing on behalf of Florida Telephone Association.

O. L. McCranie, Traffic Manager, St. Joseph Telephone & Telegraph Company.

W. G. Brorein, President, and A. B. Steuart, General Auditor, appearing for the Peninsular Telephone Company.

4. At said hearing the said Commissioners proceeded to hear testimony under oath in support of the petitions aforesaid, and gave full opportunity to any person or association of persons present in person or by attorney to offer any evidence for or against the said petitions if such should be their desire, and the Commissioners thereupon heard the arguments of petitioners made in support of said petitions.

5. After hearing evidence under oath and arguments in support of said petitions, there being no evidence given or tendered in opposition to said petitions, and no person, firm or corporation having entered any appearance to oppose the same, the Commissioners took said petitions and matters connected therewith under advisement for final determination.

6. And now on this 30th day of December, 1925, the Railroad Commissioners of the State of Florida having fully considered all of the evidence and arguments adduced as aforesaid and being advised of their opinion and order to be given in the premises, do hereby make, promulgate, establish and approve the following revised schedule of telephone toll rates and charges, together with the classification, rules and regulations pertaining thereto as hereinafter set forth, for application to telephone toll service by all telephone companies in the State of Florida, to take effect and become operative at 12:01 o'clock A. M., on the 15th day of January, 1926, to-wit:

REVISED SCHEDULE OF TELEPHONE TOLL RATES AND CHARGES

CLASSIFICATION OF TOLL TELEPHONE SERVICE

AND

SCHEDULE OF RATES APPLICABLE THERETO

I. CLASSIFICATION OF TOLL TELEPHONE SERVICE.

1. Station-to-Station Messages.

This service shall be defined by following conditions:

(a) Orders for Station-to-Station service shall specify the telephone station called, either by telephone number, or by the name of the subscriber of the called station.

(b) Under this classification, orders will not be accepted to establish communication between particular persons.

(c) The measurement of the duration of a Station-to-Station message for purposes of the ap-

plication of rates shall begin at the moment when telephone communication is established between the called and the calling station. The term "station" for the purpose of this class is defined to include a private branch exchange switchboard operator, in those cases where private branch exchange systems are involved in Station-to-Station service.

(d) The charges for Station-to-Station messages shall not be "reversed," i. e., collected at the called station.

2. Person-to-Person Calls.

This service shall be defined by the following conditions:

(a) Orders will be accepted to establish communication between specified persons.

(b) The measurement of the duration of a Person-to-Person message for the purpose of the application of rates shall begin at the moment when communication begins with or between the particular person or persons specified in the order; provided that certain Report Charges will be made under the conditions specified in the clause next below, where communication may not be established.

(c) Orders for Person-to-Person service are accepted only under the condition that a limited charge (to be known as "Report Charge") will be made in the following cases where it is impossible to establish communication between particular persons:

(1) When the order is to establish communication with a particular person in a given city, telephone address unknown, and the particular person cannot be secured within one hour (exclusive of any time during which "no circuits" or

other cause prevent communication of the order to the distant city or exchange, or its completion.)

(2) When the designated person called refuses to talk.

(3) When the report is returned that the designated person called is "out" or "out and will return at (specified time)" or "out and time of return unknown," "is absent from the City," and similar reports advising the calling subscriber of the facts ascertained when failure to complete the order is due solely to the circumstances of the called person or to fault in describing the location of the called person, and when all of the work preliminary to establishing communication with the called person is done.

(4) When communication between the designated persons cannot be established because the designated person at the calling station is absent at the calling station; provided that no charge shall be made in such cases where the delay, if any, in establishing connection is greater than one hour.

(5) When the designated person at the calling station refuses to talk when the facilities for communication have been established.

3. Appointment Calls.

Appointment calls are Person-to-Person calls, the order for which provides that communication is to be arranged for to take place at a specified time.

4. Messenger Calls.

Messenger Calls are Person-to-Person calls requiring the use of a messenger to secure attendance of a designated person at one of the public pay stations at the distant point.

5. Collect Calls.

Collect Calls are Person-to-Person calls, the charges for which are "reversed," i. e., to be collected from the subscriber of the distant station at which the call is to be completed.

II. TOLL RATES FOR STATION-TO-STATION MESSAGES.

The following initial period rates apply for Station-to-Station toll messages, where the distance does not exceed 40 miles by direct air line measurement:

For Distances more than	but not more than	Initial rate is
0 miles	12 miles	\$0.10
12 "	18 "	.15
18 "	24 "	.20
24 "	30 "	.25
30 "	36 "	.30
36 "	40 "	.35

The following initial period rates apply for Station-to-Station toll messages for all distances in excess of 40 miles by direct air line measurement:

For Distances more than	but not more than	initial rate is
40 miles	42 miles	\$0.35
42 "	48 "	.40
48 "	56 "	.45

For each additional 8 miles up to 96 miles, from 96 to 112 miles and for each additional 8 miles beyond 112 miles, or fraction thereof, 5 cents additional.

For the purpose of applying standard rates where the direct air line distance between points is in excess of 40 miles, distance shall be determined as the air line distance between the center of blocks 7 miles square, within which the points of communication

are located, and where the distance is in excess of 350 miles by the air line distance between the centers of sections 35 miles square.

The block and section scaling system for purposes of measuring toll rate distance between points more than 40 miles distant by direct measurement shall consist of a grid containing sections 35 miles square, each section subdivided into 25 blocks seven miles square, so placed on a polyconic projection of a Government Survey map of the United States that section lines coincide with a line drawn approximately north and south through the center of the United States and with a line at right angles passing through the northwestern point of the International boundary line in the Straight of Georgia.

III. TOLL RATES FOR OTHER CLASSES OF TOLL CALLS.

1. The initial rates for person-to-person calls are established as follows: For distances up to 112 miles, the rate is approximately 40 per cent in addition to the station-to-station initial day rate between the same points, computed to the nearest multiple of 5 cents. However, the minimum differential is 5 cents and the maximum is 20 cents. For distances of over 112 miles the rate is approximately 25 per cent in addition to the station-to-station initial day rate between the same points, computed to the even or next lower multiple of 5 cents. See the Table of Computed Rates for Station-to-Station, Person-to-Person, and Appointment and Messenger Toll Calls.

2. In those cases where Person-to-Person Calls are not completed and a report is made or the conditions are such as described in Paragraph I.2-(c) of this schedule, a Report Charge shall be made of approximately one-fourth the initial rate for Station-to-Station messages between the same points, in accordance with the SCHEDULE OF COMPUTED RATES FOR STATION-TO-STATION, PERSON-

TO-PERSON, AND APPOINTMENT AND MESSENGER TOLL CALLS, attached hereto and hereby made a part of this schedule; but no Report Charge shall be less than 10 cents for any one call, nor more than \$2.00.

3. The initial rates for appointment and messenger calls are established as follows: For distances up to 112 miles, the rate is approximately 70 per cent in addition to the station-to-station initial day rate between the same points, computed to the nearest multiple of 5 cents. However, the minimum differential is 15 cents and the maximum is 40 cents. For distances of over 112 miles, the rate is approximately 50 per cent in addition to the station-to-station initial day rate between the same points, computed to the even or next lower multiple of 5 cents. See the Table of Computed Rates for Station-to-Station, Person-to-Person and Appointment and Messenger Toll Calls.

4. The rate for Messenger Calls shall be the same as applied to Appointment Calls, between the same points, plus any charges that may be required for the service of messengers.

IV. TOLL NIGHT RATES.

1. Between the hours of 8:30 P. M. and 4:30 A. M., the Night Rates for Station-to-Station Messages shall be approximately 50 per cent less than the regular Day Rates, in accordance with the SCHEDULE OF COMPUTED NIGHT RATES attached hereto, and hereby made a part of this schedule; except that no reduction is made where the initial station-to-station day rate is 25 cents or less.

2. For the purpose of applying Night Rates, the time of day at the point at which a Station-to-Station message originates shall be used.

3. Day Rates only shall be employed between the hours of 4:30 A. M. and 8:30 P. M.

V. INITIAL PERIODS, OVERTIME, AND OVERTIME RATES.

The following initial periods and overtime rates apply in connection with all toll calls and messages made at the initial toll rates:

1. INITIAL PERIOD AND OVERTIME PERIOD:

Where the Initial Rate is	The Initial Period is	The Overtime Period is
\$0.10	5 Minutes	3 Minutes
.15	5 "	2 "
.20	5 "	2 "
.25	5 "	1 "
.30	3 "	1 "
.35	3 "	1 "
All other rates	3 "	1 "

Where Person-to-Person Calls are accepted at the above Initial Rates, the initial period is three minutes and the overtime period is one minute.

2. OVERTIME RATES ARE AS FOLLOWS:

Where the Initial Rate is	The Overtime Rate is
\$0.10	\$0.05
.15	.05
.20	.05
.25	.10
.30	.10
.35	.10

and thereafter approximately $\frac{1}{3}$ of the initial rate, and in no case more than $\frac{1}{3}$ of the initial rate computed to the even or next lower multiple of five cents.

SCHEDULE OF COMPUTED RATES FOR
STATION-TO-STATION, PERSON-TO-PERSON
AND APPOINTMENT AND MESSENGER
TOLL CALLS

Distances Air Line Miles		Station to Station Day Rates 4:30 AM to 8:30 PM	Person to Person Rates All Hours	All Hours Appointment and Messenger Rates	Report Charge
Over	Up to and Including				
0	12	.10	.15	.25	.10
12	18	.15	.25	.30	.10
18	24	.20	.30	.35	.10
24	30	.25	.35	.45	.10
30	32	.30	.40	.50	.10
32	36	.30	.40	.50	.10
36	40	.35	.50	.60	.10
40	42	.35	.50	.60	.10
42	48	.40	.55	.70	.10
48	56	.45	.65	.75	.15
56	64	.50	.70	.85	.15
64	72	.55	.75	.95	.15
72	80	.60	.80	1.00	.15
80	88	.65	.85	1.05	.15
88	96	.70	.90	1.10	.20
96	104	.75	.95	1.15	.20
104	112	.75	.95	1.15	.20
112	120	.80	1.00	1.20	.20
120	128	.85	1.05	1.25	.25
128	136	.90	1.10	1.35	.25
136	144	.95	1.15	1.40	.25
144	152	1.00	1.25	1.50	.25
152	160	1.05	1.30	1.55	.30
160	168	1.10	1.35	1.65	.30
168	176	1.15	1.40	1.70	.30
176	184	1.20	1.50	1.80	.30
184	192	1.25	1.55	1.85	.35
192	200	1.30	1.60	1.95	.35

SCHEDULE OF COMPUTED RATES FOR
STATION-TO-STATION, PERSON-TO-PERSON
AND APPOINTMENT AND MESSENGER
TOLL CALLS (Continued)

Over	Distances Air Line Miles		Person to Person All Hours Rates	Appointment and Messenger Rates All Hours	Report Charge
	Up to and Including	Station to Station Day Rates 4:30 AM to 8:30 PM			
200	208	1.35	1.65	2.00	.35
208	216	1.40	1.75	2.10	.35
216	224	1.45	1.80	2.15	.40
224	232	1.50	1.85	2.25	.40
232	240	1.55	1.90	2.30	.40
240	248	1.60	2.00	2.40	.40
248	256	1.65	2.05	2.45	.45
256	264	1.70	2.10	2.55	.45
264	272	1.75	2.15	2.60	.45
272	280	1.80	2.25	2.70	.45
280	288	1.85	2.30	2.75	.50
288	296	1.90	2.35	2.85	.50
296	304	1.95	2.40	2.90	.50
304	312	2.00	2.50	3.00	.50
312	320	2.05	2.55	3.05	.55
320	328	2.10	2.60	3.15	.55
328	336	2.15	2.65	3.20	.55
336	344	2.20	2.75	3.30	.55
344	352	2.25	2.80	3.35	.60
352	360	2.30	2.85	3.45	.60
360	368	2.35	2.90	3.50	.60
368	376	2.40	3.00	3.60	.60
376	384	2.45	3.05	3.65	.65
384	392	2.50	3.10	3.75	.65
392	400	2.55	3.15	3.80	.65
400	408	2.60	3.25	3.90	.65
408	416	2.65	3.30	3.95	.70
416	424	2.70	3.35	4.05	.70

**SCHEDULE OF COMPUTED RATES FOR
STATION-TO-STATION, PERSON-TO-PERSON
AND APPOINTMENT AND MESSENGER
TOLL CALLS (Continued)**

Distances Air Line Miles		Station to Day Rates 8:30 PM 4:30 AM to	Person to Person Rates All Hours	Appointment and Messenger Rates All Hours	Report Charge
Over	Up to and Including				
424	432	2.75	3.40	4.10	.70
432	440	2.80	3.50	4.20	.70
440	448	2.85	3.55	4.25	.75
448	456	2.90	3.60	4.35	.75
456	464	2.95	3.65	4.40	.75
464	472	3.00	3.75	4.50	.75
472	840	3.05	3.80	4.55	.80
480	488	3.10	3.85	4.65	.80
488	496	3.15	3.90	4.70	.80
496	504	3.20	4.00	4.80	.80

**SCHEDULE OF COMPUTED NIGHT RATES FOR
STATION-TO-STATION TOLL MESSAGES**

Distances Air Line Miles		Station-to-Station Night Rates	
Over	Up to and Including	8:30 PM to 12 Mid.	12 Mid. to 4:30 AM
0	12	.10	.10
12	18	.15	.15
18	24	.20	.20
24	30	.25	.25
30	32	.25	.25
32	36	.25	.25
36	40	.25	.25
40	42	.25	.25
42	48	.25	.25
48	56	.25	.25

SCHEDULE OF COMPUTED NIGHT RATES FOR
STATION-TO-STATION TOLL MESSAGES
(Continued)

Distances Air Line Miles		Station-to-Station Night Rates	
Over	Up to and Including	8:30 PM to 12 Mid.	12 Mid. to 4:30 AM
56	64	.25	.25
64	72	.30	.30
72	80	.30	.30
80	88	.35	.35
88	96	.35	.35
96	104	.40	.40
104	112	.40	.40
112	120	.40	.40
120	128	.45	.45
128	136	.45	.45
136	144	.50	.50
144	152	.50	.50
152	160	.55	.55
160	168	.55	.55
168	176	.60	.60
176	184	.60	.60
184	192	.65	.65
192	200	.65	.65
200	208	.70	.70
208	216	.70	.70
216	224	.75	.75
224	232	.75	.75
232	240	.80	.80
240	248	.80	.80
248	256	.85	.85
256	264	.85	.85
264	272	.90	.90
272	280	.90	.90
280	288	.95	.95
288	296	.95	.95
296	304	1.00	1.00
304	312	1.00	1.00
312	320	1.05	1.05
320	328	1.05	1.05

SCHEDULE OF COMPUTED NIGHT RATES FOR STATION-TO-STATION TOLL MESSAGES

(Continued)

Distances Air Line Miles		Station-to-Station Night Rates	
Over	Up to and Including	8:30 PM to 12 Mid.	12 Mid. to 4:30 AM
328	336	1.10	1.10
336	344	1.10	1.10
344	352	1.15	1.15
352	360	1.15	1.15
360	368	1.20	1.20
368	376	1.20	1.20
376	384	1.25	1.25
384	392	1.25	1.25
392	400	1.30	1.30
400	408	1.30	1.30
408	416	1.35	1.35
416	424	1.35	1.35
424	432	1.40	1.40
432	440	1.40	1.40
440	448	1.45	1.45
448	456	1.45	1.45
456	464	1.50	1.50
464	472	1.50	1.50
472	480	1.55	1.55
480	488	1.55	1.55
488	496	1.60	1.60
496	504	1.60	1.60

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 30th day of December, 1925.

R. HUDSON BURR,
Chairman.

ORDER NO 902.
FILE NO. 4329.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF
SOUTHERN BELL TELEPHONE & TELEGRAPH
COMPANY AND THE FLORIDA TELEPHONE
ASSOCIATION FOR CHANGES IN TOLL RATES
IN THE STATE OF FLORIDA.

1. Upon further hearing and consideration of the above entitled subject, the Railroad Commissioners of the State of Florida, having again considered the evidence and arguments adduced in this cause, as well as the Supplemental Petition of the Southern Bell Telephone & Telegraph Company and The Florida Telephone Association for a revision of certain parts of the schedule of toll rates for telephone service heretofore prescribed by Order No. 840, dated December 30, 1925, do hereby make, establish and approve the following revisions in the schedule of toll rates for telephone service, together with the classifications, rules and regulations pertaining thereto, as hereinafter set forth, for application to telephone toll service to all telephone companies in the State of Florida, to take effect and become operative at 12:01 o'clock A. M., on the 6th day of April, 1927, to-wit:

INTRODUCTION OF REVERSED CHARGE
PRIVILEGE ON STATION-TO-STATION
CALLS

1. Reversal of charges on station-to-station calls will be permitted at station-to-station day, evening and night rates of 25 cents or more, when "anyone" answering accepts the charges. Reversal of charges will also be permitted on station-to-station day, evening and night rates of 20 cents under the same conditions as stated above, except that the rate for such calls will be 25 cents.

2. When the charges are not accepted at the called station, and the calling party is unwilling to pay the charges for completing the call, the regular person-to-person report charge will be assessed against the calling party.

3. This service to be available over routes where person-to-person service is offered, but not to be offered on exclusive station-to-station routes.

REVISED SCHEDULE OF RATES FOR STATION-TO-STATION EVENING AND NIGHT TOLL TELEPHONE CALLS

Distances Air Line Miles		Where the Station-to-Station Day Rate	Where the Corresponding Evening Rate	Where the Corresponding Night Rate
Over	Up to and Including	4:30 A. M. to 7:00 P. M.	7:00 P. M. to 8:30 P. M.	8:30 P. M. to 4:30 A. M.
0	12	is 10	is 10	is 10
12	18	15	15	15
18	24	20	20	20
24	30	25	25	25
30	36	30	30	30
36	42	35	35	35
42	48	40	35	35
48	56	45	35	35
56	64	50	40	35
64	72	55	45	35
72	80	60	45	35
80	88	65	50	35
88	96	70	55	35
96	112	75	60	40
112	120	80	60	40
120	128	85	65	45
128	136	90	70	45
136	144	95	75	50

etc., by 8-mile
steps.

and thereafter increasing
in 5c steps.

and thereafter 75% of
the station-to-station day
rate computed to the
even or next higher mul-
tiple of five cents.

and thereafter 50% of
the station-to-station day
rate computed to the
even or next higher mul-
tiple of five cents.

2. This order shall take effect at the time and date set forth in the preceding paragraph for the taking effect of the schedules therein and thereby approved.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 6th day of April, 1927.

A. S. WELLS,

Chairman.

Order No. 1164.

Docket No. 1044.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF
RAIL CARRIERS IN FLORIDA FOR AUTHOR-
ITY TO CANCEL ALL EXISTING LESS THAN
CARLOAD COMMODITY RATES AND EXCEP-
TIONS TO SOUTHERN CLASSIFICATION.

The above matters originally came on for hearing before the Railroad Commissioners of the State of Florida, under Notice No. 506, dated February 12, 1929, at Tampa, Fla. An adjourned hearing was held in Jacksonville, Fla., on May 8, 1929, under Notice No. 519.

As a result of these hearings Order No. 1020 was issued on August 14, 1930, effective September 20, 1930. This Order was incomplete because of the lack of information as to all of the rates it was desired to revise. Accordingly by Order No. 1023, dated September 11, 1930, Order No. 1020 was canceled, and advice issued that a new Order would be gotten out as soon as possible.

The matters in the caption are now before the Commissioners for the issuance of the revised Order, based upon the original record made in this proceeding.

The Commissioners being fully advised in the premises, do FIND and ORDER as follows:

That since the adoption by this Commission of the interstate Class Rate Basis, as authorized in our Order No. 977, of February 1, 1929, there is no longer any necessity for the continuation of many of the less than carload Commodity Rates and Classification Exceptions on commodities in less than carloads now applicable on intrastate traffic in Florida.

It is therefore ORDERED that the less than carload Rates and Ratings, and less than carload Classification Exceptions on the following commodities now in effect in Florida on intrastate traffic be canceled:

CANNED GOODS: L. C. L. All L. C. L. commodity rates whether higher or lower than the scale published in our Order No. 824, of June 4, 1925. It is to be distinctly understood that Order No. 824 is to remain in effect, both as to carloads and less carloads.

BEANS. In bags or barrels.

PEAS. In bags or barrels.

BEEF SCRAP, MEAT MEAL, MICA GRIT and GROUND OYSTER SHELLS.

BEET PULP.

IRON and STEEL ARTICLES.

NAILS.

ROOFING, Composition or Prepared, including Paper Roofing, in bundles or rolls, and Prepared or Composition Shingles, in bundles or crates.

SUGAR.

VINEGAR.

WALL BOARD.

BEER.

COFFEE, Roasted.

COFFINS.

CRACKERS, CAKES, and BREAD.

PACKAGES, Empty, Coca Cola, Mineral and Soda Water, (when returned).

LARD, LARD COMPOUNDS and COOKING OIL.

LIVE STOCK.

MACARONI.

CEILING, Metal.

SHINGLES, Metal.

TILE, Facing, Flooring or Roofing.

VEGETABLES. (It being understood that the present Florida Classification basis is still in effect.)

COTTON, COTTON LINTERS or RE-GINS.

SAND, GROUND PHOSPHATIC, in sacks.

BEANS, velvet.

TOMATOES, Culls and Ripe, for manufacturing purposes, (Specific point to point rates).

SASH, DOORS and BLINDS.

GLASS, Common.

COLLARS, horse or mule.

WATER.

BARRELS and KEGS, empty.

FISH, Salt and Dried, or Pickled in Brine.

TANK MATERIAL.

TANKS, Cypress.

HONEY, in barrels or kegs.

RICE.

OATMEAL.

TIES, Cotton.

SPONGES.

WINES and SPIRITUOUS LIQUORS.

OIL, Crude Petroleum, in wooden or iron barrels or in iron casks or drums.

PALMETTO FIBRE.

FURNITURE.

HEATERS, Garden or Orchard.

CANNED SHRIMP.

BROOMS.

CANS, Tin.

SALT.

BAGGING.

FOOD PREPARATIONS.

FERTILIZERS AND FERTILIZER MATERIALS.

SOAP, SOAP POWDERS, WASHING POWDERS or SCOURING COMPOUNDS or CLEANING COMPOUNDS.

SYRUPS and MOLASSES. Specific Rates. It being understood that the present Florida Classification basis shall remain in effect.

ORANGES and LEMONS, specific rates, Jacksonville to Palatka, Fla.

MEATS and SAUSAGE, Jacksonville to Eddy and Baxter, Fla.

COTTON SWEEPINGS, MOTES and CARD STRIPPINGS, from Jacksonville to Eddy and Baxter, Fla.

COTTON WASTE, Jacksonville to Eddy & Baxter, Fla.

COTTON HULL SHAVINGS, Jacksonville to Eddy and Baxter, Fla.

MOLASSES and SYRUP, Jacksonville to Eddy and Baxter, Fla.

MALT SYRUP, Jacksonville to Eddy and Baxter, Fla.

STOVES and RANGES, Jacksonville to Eddy and Baxter, Fla.

ICE.

PEANUTS, raw and in the shell.

COTTONSEED. Specific Rates on the A & St.
A. B. Ry.

PAINT, liquid, Jacksonville to Tampa, Fla.

BOXES, empty, meat, returned.

SPONGE CLIPPINGS.

BOXES, Ice, empty, returned.

MEAL, in sacks or barrels.

PAPER, Printing.

TURPENTINE CUPS, Earthen, with galvan-
ized attachments, from Pensacola to Louisville &
Nashville R. R. stations, Century to Brent, inclu-
sive.

COAL, in barrels, casks or sacks, Pensacola,
Fla., to L. & N. stations, Bohemia to Sneeds,
Fla., inclusive.

CANDLES, boxed.

CARRIAGE and WAGON AXLES.

VEHICLE BOXES and SKEINS.

SAD IRONS.

SPECIAL IRON ARTICLES.

LEAD, Sheet.

OIL, Corn.

OIL, Cottonseed, and SESAME, in barrels or iron drums.

CAR WHEELS, AXLES, BOLSTERS, TRUCKS, FRAMES, Iron and Steel.

PHOSPHATE.

BUCKLES, Iron or Steel, cotton baling tie.

BEVERAGES, Alcoholic and non-Alcoholic.

BOTTLES, empty, returned to original shipper, in barrels.

COTTONSEED MEAL.

COTTON WASTE, mixed with woolen or jute waste.

FISH, other than salted, dried or pickled in brine.

FISH ROE.

GLUECOSE.

HAY.

PETROLEUM and PETROLEUM PRODUCTS, including fuel oil.

COTTON SEED.

TURPENTINE CUPS, iron or steel.

It is further ORDERED that the following L. C. L. Ratings as carried in Florida Classification No. 8, as amended, be canceled.

ASPHALT, (Asphaltum), natural or by-product, (not paint, stain or varnish), in barrels or casks.

BRICK, common, in barrels or boxes.

BRICK, vitrified, in barrels or boxes.

CARBON CLINKERS, FROM GAS RETORTS.

CASSAVA and COMPTIE ROOT.

COAL and COKE, in barrels, casks or sacks.

COPPERAS, crude.

FLINT, ground, in barrels, casks, kegs or bags.

FERRO MANGANESE.

LIMESTONE, ground or crushed, in barrels or sacks.

PEAT FILLER.

PLASTER BOARDS, boxed or crated.

POLES, Telegraph or Telephone.

POSTS, wooden.

SLAG, in barrels boxes or casks.

SOAPSTONE, crude.

TOBACCO, SWEEPINGS, in bags, barrels or casks.

BLUESTONE or BLUE VITRIOL.

BRICK, Fire.

BUILT-UP WOOD, (Composition of palm wood veneers and asphalt.

CEMENT, N. O. S.

GUM, pine, crude, in barrels.

ICE.

LIME, common.

OIL, pine, PINE TAR OIL and ROSIN OIL.

PITCH, in barrels or casks.

PLASTER, calcined.

PLASTER OF PARIS.

ROSIN, in barrels or casks.

ROSIN DROSS.

SALT, common, in sacks or barrels.

SALT, table, in boxes.

SALT, table, in sacks or barrels.

SHINGLES, wooden.

STONE, building, and CEMENT OR CLAY
BUILDING BLOCKS, including TILE.

TAR, in barrels.

TURPENTINE, crude, in barrels.

TURPENTINE, Spirits of, in barrels.

It is further ORDERED that the following L. C. L.
Ratings as carried in Florida Exceptions No. 3 to
Southern Classification, be canceled.

MEATS, fresh, including DRESSED POUL-
TRY.

PALMETTO or PALM LEAVES.

PAPER, waste or scrap.

SAND, moulding.

SAUSAGE, fresh.

SAWDUST, in barrels or sacks.

CONCRETE WATER METER BOXES.

CUPS, earthenware, and galvanized iron attachments, to be used in collection of crude Turpentine.

CUPS, Turpentine, galvanized iron, and galvanized iron attachments, nested.

EXCELSIOR, in bales.

GRAIN.

LARD.

GRAIN SCREENINGS.

HAY, FODDER, HUSKS (shucks), Corn and Straw, in bales.

MOSS, PEAT, ground, and MOSS PEAT FILLER.

PIPE, SEWER, and SEWER PIPE FITTINGS, Clay, Concrete or Earthen.

SYRUP, Flavoring.

It is further ORDERED that in instances where carriers have published point to point rates that are based on maximum scales of the Commission, such as the less than carload scale on CANNED GOODS,

or Classes "V" and "G", such specific rates may be canceled and reference made to the maximum scales.

This Order shall become effective on the first day of December, 1933.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 8th day of November, 1933.

MAMIE EATON-GREENE,

Acting Chairman.

Order No. 1165.

Docket No. 1044.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF
RAIL CARRIERS IN FLORIDA FOR AUTHOR-
ITY TO CANCEL ALL EXISTING LESS THAN
CARLOAD COMMODITY RATES AND EXCEP-
TIONS TO SOUTHERN CLASSIFICATION.

Order No. 1164, issued November 8, 1933, is hereby supplemented and amended in the following particulars:

APPLICABLE CLASSIFICATION. On all L. C. L. Commodities, the ratings on which are authorized to be cancelled by Order No. 1164, the ratings to be applied in future shall be the ratings as carried in Southern Classification and Exceptions thereto, as applicable to Florida intrastate traffic.

FERTILIZER AND FERTILIZER MATERIALS,
L. C. L.: The rates on FERTILIZER AND FERTI-

LIZER MATERIALS, L. C. L., as carried in Order No. 904, dated May 10, 1927, shall remain in effect.

BARRELS AND KEGS, Empty: Reference to "Barrels and Kegs, empty", on page 2 of Order No. 1164 is amended to read as follows:

"BARRELS AND KEGS, tight, empty."

This Order shall become effective on the first day of December, 1933.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 13th day of November, 1933.

MAMIE EATON-GREENE,
Acting Chairman.

Order No. 1166.
Docket No. 1201.

IN THE MATTER OF THE APPLICATION OF
RAIL CARRIERS FOR AUTHORITY TO REVISE
THE PRESENT RATE ON MANURE, STABLE,
SHEEP AND GOAT, AND ON NATURAL
GUANOS BETWEEN POINTS IN THE STATE
OF FLORIDA.

THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

to

ALL RAILROADS AND RAILROAD COMPANIES
DOING AN INTRASTATE BUSINESS IN THE
STATE OF FLORIDA, AND ALL OTHER
PARTIES INTERESTED.

Pursuant to Notice No. 679, dated November 27, 1933, the above matters came on for formal hearing before the Railroad Commissioners of the State of Florida in Tallahassee, Florida, at 11 o'clock, A. M. on December 13th, 1933, and then and there appeared the following:

Mr. R. T. Etheridge, G. F. A., S. A. L. Ry.; Mr. E. L. Watkins, G. F. A., Atlantic Coast Line R. R., and Mr. H. H. Simms, of the Florida East Coast Railway and W. C. Hutchison, T. M. for Chase & Company.

All who desired to be heard were fully heard under oath.

In justification of the proposed increases in the present rates on the above named commodities carriers relied upon two alleged facts, as follows:

1. That the present rates were, in and of themselves too low.
2. That the revision was necessary in order to put the rates in Florida on a parity with the rates on the same commodities between points in other States in the South.

And now on this date the said matters coming on for further and final consideration, and the Commissioners being fully advised in the premises, it is FOUND and ORDERED as follows:

It is FOUND, 1. That these rates were increased by 25% under General Order No. 28 of the Railroad Administration, then by 25% under Ex Parte No. 74 of the Interstate Commerce Commission, and reduced by 10% as of July 1, 1922. There has been no affirmative showing that the rates are too low beyond a mere statement to that effect.

It is FOUND, 2. That conditions in Florida surrounding the movement of Fertilizer Materials, includ-

ing the materials involved in this proceeding, are very different from the conditions surrounding the movement of fertilizer materials in other states of the South.

It is FOUND, 3. That carriers have not justified their proposal for increases in these rates.

It is therefore ORDERED that Mr. J. E. Tilford's Application No. 66 and Amendment 1 thereto, for revision of rates on the commodities mentioned above be denied.

DONE and ORDERED by the Railroad Commissioners of the State of Florida, in session at their offices in the City of Tallahassee, Fla., this 14th day of December, 1933.

EUGENE S. MATTHEWS,

Chairman.

Order No. 1167.
Docket No. 1213.

IN THE MATTER OF THE APPLICATION OF
FLORIDA CARRIERS BY RAIL FOR AUTHOR-
ITY TO REVISE RATES ON METAL CONTAIN-
ERS, C. L., AND L. C. L., WITHIN THE STATE
OF FLORIDA.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

Pursuant to Notice No. 680, dated December 4, 1933, the above matters came on for formal hearing before the Railroad Commissioners of the State of Florida at Tallahassee, Florida, on the 13th day of December, 1933, and then and there appeared the following:

Mr. R. T. Etheridge, G. F. A., Seaboard Air Line Ry.; Mr. E. L. Watkins, G. F. A., Atlantic Coast Line Railroad, and Mr. H. H. Simms, A. G. F. A., Florida East Coast Railway.

All who desired to be heard were fully heard, under oath.

And now on this date said matters coming on for further and final consideration and the Commissioners being fully advised in the premises, it is FOUND and ORDERED as follows:

1. That the revision of Florida intrastate rates on Metal Containers, carloads and less than carloads between points in Florida, as outlined in Mr. J. E. Tilford's FLORIDA INTRASTATE APPLICATION NO. 68, dated November 29, 1933, be and it is hereby approved, with the following exceptions:

Exception 1. That the present commodity rate on Tin Cans from Jacksonville, Fla., to Apalachicola, Fla., shall remain in effect until further notice from this Commission.

Exception 2. That no rates on Metal Containers now in effect between points in Florida that were made to meet Motor Vehicle or other forms of transportation shall be canceled.

This Order shall become effective on January 1, 1934.

DONE and ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 14th day of December, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1168.
Docket No. 4497.

IN RE: INVESTIGATION OF TELEPHONE
RATES, BOTH LOCAL AND LONG DISTANCE,
OF ALL TELEPHONE COMPANIES OPERAT-
ING UNDER THE JURISDICTION OF THIS
COMMISSION.

THE RAILROAD COMMISSION OF
THE STATE OF FLORIDA

—to—

ALL TELEPHONE COMPANIES OPERATING IN
THE STATE OF FLORIDA UNDER ITS
JURISDICTION.

Complaints having been filed with this Commis-
sion that the rates and charges, both local and long
distance, for telephone service furnished by various
companies in the State of Florida are unjust and un-
reasonable, and this Commission having determined
to enter into an investigation of such rates and
charges:

You, and each of you, are hereby required to show
cause, if any you have, before this Commission at its
Hearing Room, SUPREME COURT BUILDING,
Tallahassee, Florida, on the 13th day of FEBRUARY,
1934, at 10 o'clock A. M., why all telephone rates and
charges, both local and long distance, for intrastate
service furnished by you within the State of Florida
should not be reduced.

At said time and place you, and all other parties in-
terested, will have an opportunity to be heard.

DONE AND ORDERED by the Railroad Commis-
sion of the State of Florida in session at its office
in the city of Tallahassee, Florida, this 5th day of
January, 1934.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1169.
Docket No. 1218.

**BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA**

**IN THE MATTER OF TELEPHONE RATES AND
EXTENSION OF BASE RATE AREA OF THE
TELEPHONE EXCHANGE AT TALLAHASSEE,
FLORIDA.**

1. Pursuant to agreement reached in conferences between this Commission and the Southeastern Telephone Company as to base rate area upon which telephone rates are based in the city of Tallahassee, Florida, the telephone company has submitted a map of the city of Tallahassee dated May, 1930, and corrected by the City Engineer so as to show the city limits of the city of Tallahassee, Florida, as of January 1, 1934, and has agreed to abolish Zones 1, 2 and 3 and to extend the present base rate area of the city of Tallahassee, Florida, to the city limits of the said city as shown on said map so that the present base rate area of the said city shall embrace and include all of the city of Tallahassee, Florida, as now embraced within the said city limits. The result of such extension of the base rate area will be to permit all persons residing within the corporation limits of the city of Tallahassee to avail themselves of the basic telephone rates without the addition of any mileage rate heretofore imposed by the telephone company in varying amounts according to distance beyond base rate area.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the base rate area of the city of Tallahassee for the purpose of assessing telephone rates and charges shall be the entire territory of the city of Tallahassee embraced within the corporate limits of the said city as shown upon said map on file with this Commission, and the telephone company is here-

by permitted and required to charge the same rates within said territory for telephone service that it formerly charged for telephone service within the original base rate area.

It is further ORDERED that the mileage rates without the base rate area shall be the same as are now imposed by the said telephone company.

It is further ORDERED that the reduction in rates accruing to subscribers by reason of the extension of the base rate area will become effective with the billing period of January 20th, 1934, and become effective to subscribers on the February 1st, 1934, statements.

Jurisdiction over the subject matter of this Order is retained by the Commission for such further procedure and orders as it may deem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 5th day of January, 1934.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1170.
Docket No. 1044.

Amending Order No. 1164.

BEFORE THE RAILROAD COMMISSIONERS
OF THE STATE OF FLORIDA

IN THE MATTER OF THE APPLICATION OF
RAIL CARRIERS IN FLORIDA FOR AUTHOR-
ITY TO CANCEL ALL EXISTING LESS THAN
CARLOAD COMMODITY RATES AND EXCEP-
TIONS TO SOUTHERN CLASSIFICATION.

By Order No. 1164, issued November 8th, 1933, this Commission authorized carriers to cancel rating of 5th class on EXCELSIOR, L. C. L., as carried in Florida Intrastate Exceptions No. 3 to Southern Classification, and to apply thereon straight Southern Classification rating.

This action was taken on undisputed testimony at the hearing that there was practically no L. C. L. movement of Excelsior in the State of Florida.

Since that time the Commissioners have ascertained that there is quite an L. C. L. movement of this commodity, and furthermore that it is largely used as a packing for such perishable commodities as Avocados, Pineapples and Citrus Fruit.

For these reasons it is ORDERED that Order No 1164, insofar as it pertains to rating on Excelsior, L. C. L., be amended, and that Excelsior, L. C. L. be restored to the Florida Intrastate Exceptions No. 3 to Southern Classification at the 5th class rating.

This Order shall become effective within ten days from its date of issue.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 16th day of January, 1934.

RAILROAD COMMISSION, STATE OF FLORIDA.

MAMIE EATON-GREENE,
Acting Chairman.

Order No. 1171.
Docket No. 1219.

IN RE: JURISDICTION OF THE FLORIDA RAILROAD COMMISSION OVER THE OPERATIONS

OF STEAMBOATS AND BOATS AND/OR VESSELS OF TEN TONS NET OR OVER AND PROPELLED BY GASOLINE, KEROSENE, FUEL OIL OR ANY SUCH LIKE PROPELLING PRODUCTS OPERATING ON THE EAST COAST CANAL AND THE ST. JOHNS RIVER AND ENGAGED IN THE TRANSPORTATION OF PASSENGERS OR FREIGHT FOR HIRE.

THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

—to—

ST. JOHNS RIVER LINE COMPANY
SUWANNEE STEAMBOAT COMPANY
BROWN'S FREIGHT LINE COMPANY

—and—

ALL OTHER COMPANIES AND PERSONS OWNING AND OPERATING STEAMBOATS AND BOATS AND/OR VESSELS OF TEN TONS NET OR OVER PROPELLED BY GASOLINE, KEROSENE, FUEL OIL OR ANY SUCH LIKE PROPELLING PRODUCTS OPERATING UPON SAID CANAL AND THE ST. JOHNS RIVER, TRANSPORTING FREIGHT OR PASSENGERS FOR HIRE.

The statutes of the State of Florida provide as follows:

"6702. DEFINITION OF THE TERM 'COMMON CARRIER'.—The term 'common carrier' as used in this Chapter shall be deemed to mean and include: * * * 3rd. All companies and any person or persons owning and operating steamboats used in the transportation of freight or passengers upon the rivers or inland waters in this State, and also all boats or vessels of ten tons net or over and propelled by gasoline, kerosene, fuel oil, or any such like propelling products running

from a coastal port to a coastal port in this State used in the transportation of freight or passengers for hire."

It is contended that the points served by you in your operations on said East Coast Canal and on the St. Johns River are coastal ports within the meaning of such statute.

Therefore you, and each of you, are hereby required to show cause, if any you have, before this Commission at its HEARING ROOM, SUPREME COURT BUILDING, Tallahassee, Florida, on the 7th day of FEBRUARY, 1934, at 10 o'clock A. M., why this Commission should not assume jurisdiction over your operations over such waters aforesaid.

And at said time and place you, and all other parties interested, will have an opportunity to be fully heard.

DONE AND ORDERED by the Railroad Commission of the State of Florida, in session at its office in the city of Tallahassee, Florida, this 12th day of January, 1934.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1172.
Docket No. 1211.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: REDUCTION AND/OR ELIMINATION OF
EXTRA CHARGES FOR SERVICE IN CONNEC-
TION WITH THE DESK SET AND THE HAND
SET OR FRENCH TYPE OF TELEPHONE, AND
IN CONNECTION WITH SERVICE CONNEC-
TION CHARGES.

1. Pursuant to Notice No. 676 dated November 6, 1933, and of Notice No. 677 dated November 22, 1933, this matter came on for formal hearing before the Railroad Commission of the State of Florida at its Hearing Room, Supreme Court Building, Tallahassee, Florida, on December 19th, 1933, and was continued through December 20th and 21st, 1933, and then and there appeared the following:

Representing Peninsular Telephone Company, Howard P. MacFarlane, W. G. Brorein, Carl D. Brorein, C. E. Archer and Walter Brown. Representing Southern Bell Telephone & Telegraph Company, E. D. Smith, W. E. Bare, W. E. Duncan, R. M. Goodman and Vernon Baird. Representing Inter-County Telephone Company, J. S. Gillentine. Representing Winter Park Telephone Company, Carl Galloway. Representing Orange City Telephone Company, Carl Galloway. Representing Florida Telephone Association, Carl Galloway. Representing Florida Telephone Corporation, Otto Wettstein, Jr., President and W. A. Frame, Auditor. Representing Southeastern Telephone Company, I. R. Allen and H. G. Andrews. West Putnam and Hampton Telephone Company by Levi Nagle. St. Joseph Telephone & Telegraph Company by B. W. Ells and J. L. Sharit. West Florida Telephone Company by F. A. Symonds. Quincy Telephone Company by M. N. Drew. Riverside Telephone Company by S. O. Newsome. City of Miami by M. F. Hannahs, Director of Public Utilities; Thomas Jefferson Haile, Consulting Engineer; Abe Aronovitz, Assistant City Attorney. Representing City of Pensacola, H. Clay Armstrong, Mayor; Max L. Bear, Chairman Utilities Committee; Ernest E. Mason, City Attorney. City of Tallahassee by Guyte P. McCord, City Attorney. Town Council of Palm Beach by L. T. Lockwood. City of Gainesville by Fred B. Bryant, City Attorney. City of Orlando by Dr. V. W. Estes. Florida State Hotel Association by L. A. Frazee, H. B. Fielding, C. J. Jackson, R. W. Landstreet.

2. This case coming on further to be considered, and it appearing all parties entitled to notice and to

be heard have had such notice and have been heard, and the Railroad Commission being fully advised in the premises, and having made findings and reached conclusions as expressed in its opinion this date filed in this cause and made a part hereof, thereupon makes the following order, that is to say:

THAT EFFECTIVE JANUARY 20, 1934, SERVICE CONNECTION CHARGES, AND CHARGES FOR CHANGES IN EQUIPMENT OF ALL TELEPHONE COMPANIES IN FLORIDA SHALL BE AS FOLLOWS:

1. SERVICE CONNECTION CHARGES:

There are three schedules of charges. Schedule No. 1 applies in those exchanges having from 1 to 2500 telephones; No. 2 in those exchanges having from 2501 to 30,000 telephones; No. 3 in those exchanges having more than 30,000 telephones.

(a) INSTRUMENTALITIES NOT IN PLACE:

SCHEDULES

No. 1 No. 2 No. 3

Business and Residence main

Stations and P. B. X.

Trunks, each	\$2.50	\$3.00	\$3.50
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Business Extension and

P. B. X. stations, each	1.00	1.00	1.50
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Residence Extension and P.

B. X. stations, each	1.00	1.00	1.25
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(b) INSTRUMENTALITIES IN PLACE:

Where service is established involving use of instrumentalities already in place on the appli-

cant's premises, provided no change is made in the type or location of such instrumentalities, except changes necessary because of a change in the class or grade of service:

SCHEDULES

	No. 1	No. 2	No. 3
For entire service or any instruments utilized	\$1.00	\$1.00	\$1.25
Hotel P. B. X. each station.....	1.00	1.00	1.25

2. CHANGES IN STYLE OR TYPE OF TELEPHONE SETS OR EQUIPMENT.

SCHEDULES

	No. 1	No. 2	No. 3
Type of telephone set	\$1.50	\$1.50	\$1.50
Other equipment and wiring	Cost	Cost	Cost

It is further ordered:

That effective with the billing period of January 20th, 1934, and for all subsequent billing periods hand sets shall be furnished by all Telephone Companies in Florida at a rate of 25c per month for each set in addition to the rate applicable to the service or facilities furnished involving the use of wall sets; and desk sets shall be furnished at 10c per month for each set in addition to the rate applicable to the service or facilities furnished involving the use of wall sets.

The Commission retains jurisdiction over the subject matters of this Order, for such further procedure and orders as to it may seem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office

in the city of Tallahassee, Florida, this 22nd day of December, 1933.

EUGENE S. MATTHEWS,
Chairman.

OPINION

File No. 1211.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: REDUCTION AND/OR ELIMINATION OF
EXTRA CHARGES FOR SERVICE IN CONNEC-
TION WITH THE DESK SET AND THE HAND
SET OR FRENCH TYPE OF TELEPHONE AND
IN CONNECTION WITH SERVICE CONNEC-
TION CHARGES.

On the 6th day of November, 1933, this Commission issued its rule to show cause to all telephone companies under its jurisdiction why the extra charges for service in connection with desk set and hand set or French type of telephone and service connection charges should not be reduced and/or eliminated. This rule to show cause was made returnable on December 19th, 1933, and on this date hearing began. Answers or returns were filed by most of the major companies and testimony was taken by the Commission for three days. The transcript of the record made consists of more than four hundred pages and a large number of exhibits were also introduced during the hearing.

The major part of the testimony was general and related to the investment of the telephone companies and the revenues and expenses incident to their operations, and the decrease in the revenue that would occur if the connection charges were eliminated or re-

duced and the extra and additional charges on the desk set and the hand set were eliminated or reduced. Very little evidence was introduced by any of the companies, with the exception of the Southern Bell Telephone & Telegraph Company, showing the recurring expenses and interest charges of desk sets and hand sets over and above the recurring expenses and interest charges attributable to the wall set which is the primary telephone instrument.

Testimony with reference to the cost of the various kinds of telephone instruments varied considerably. A witness for the Peninsular Telephone Company testified that as to automatic equipment excess cost of the hand set or French type telephone was approximately \$6.00 over the cost of the wall set telephone; and the excess cost of the desk set was \$3.00 over that of the wall set. Witnesses for other of the telephone companies testified that the differential between the hand set and desk set type is \$1.75 if bought new at the factory, and the differential between the wall type, common battery telephone and the desk type is \$1.55. Another witness testified that the differential between the desk set and the wall set is \$2.15.

The original station apparatus was a telephone instrument fastened to the wall, commonly referred to as a wall set. When this Commission fixed the primary rates for exchange or local service these rates were based upon the use of the wall set which has always been the primary telephone instrument. The cost of the wall set and the cost of the maintenance of the wall set, of course, entered into the rate base upon which rates were made. The next type of instrument developed was the desk set, which is an instrument capable of being placed upon a desk or table and in which the receiver and the transmitter are separate.

On or about the year 1918, upon application of the telephone companies, this Commission authorized an extra charge of 25c per month for the use of the desk

set and this extra charge has been received and used by the telephone companies furnishing desk sets since that time. The extra or additional charge of 25c per month, or \$3.00 per year, was allowed to cover a return upon the excess cost of the desk set over the wall set, and to cover the recurring annual maintenance expense of the desk set over and above the maintenance of the wall set.

The next type of instrument developed, and the latest type, is what is known as the hand set or monophone, and is one which combines in one instrument both the receiver and transmitter and such instrument can be held in one hand while in use. It is to this extent more convenient and a more modern instrument. On April 6, 1927, upon representation of the telephone companies that the hand set telephone had been developed to such an extent that it was capable of meeting the service requirements of the present desk set, and other forms of instruments, but that said hand set had not yet been fully developed and that it was in further process of development, this Commission authorized the telephone companies to put such instrument in service and allowed them an extra or additional charge of 50c per month, or \$6.00 per year, for the use of such instrument. This extra or additional charge was 50c per month greater than the base rate for the wall set, the primary telephone instrument. Both the extra and additional charge for the desk set and the extra and additional charge for the hand set were in addition to the basic rate fixed for the wall set and were allowed by this Commission to cover what was alleged to be the recurring expense and interest charges attributable to the desk set and to the hand set over and above the alleged recurring expenses and interest charges attributable to the wall set equipment.

Complaint has frequently been made to this Commission that these extra and additional charges for the use of the desk set and hand set telephone were excessive, and the Commission found upon investiga-

tion that few, if any, of the other States permitted any extra or additional charge for desk sets, and that such desk sets were standard equipment for which no additional charge was made by the telephone companies, and that the differential allowed to the telephone companies for the use of the hand sets ranged from 10c to 25c per month in other states. Thereupon this Commission issued its rule as herein mentioned and gave the telephone companies, and also the telephone users, an opportunity to present such evidence as they saw fit with reference to the extra and additional charges for these two types of telephone instruments.

The Southern Bell Telephone & Telegraph Company introduced various exhibits showing the additional cost on hand set as compared with desk sets for both manual and dial sets. The annual charges differed in the various exhibits by reason of the fact that in some of them the annual charges were computed on the assumption that a desk set is discontinued every time a hand set is put in service and on other exhibits were based on the assumption that the desk set is taken out and held in the warehouse for use at a later date. This company also introduced an exhibit showing the cost of supplying the hand set equipment which was based on the regular desk type of hand set which is the one in general use. This was Exhibit No. 20, and is reproduced herewith to show the basis upon which the annual charges were computed.

EXHIBIT NO. 20.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, INC. STATE OF FLORIDA

COSTS OF SUPPLYING HAND SET EQUIPMENT

Based on Regular Desk Type Hand Set
Cost of Equipment Excluding Dials and Subsets

	Manual	Dial
(a) Present cost of Hand Set (Including 7% Supply Expense)	\$ 9.77	\$9.64

(b) Present Cost of Hand Set Plus 3%		
Working Stock	10.06	9.93
Annual Charges	Average Per Hand Set	
(c) Interest at 8% on full cost of		
Hand Set (plus working stock)	\$.805	\$.794
(d) Depreciation Expense on full cost		
of Hand Set .....	.879	.868
(e) Property Tax .....	.114	.112
(f) Maintenance Expenses		
(present excess on Hand Set) .....	.584	.584
(g) Revenue Accounting Expenses ....	.020	.020
(h) General Expenses .....	.025	.025
(i) Uncollectible Revenues .....	.030	.030
(j) Licensee Revenue—Dr. ....	.045	.045
(k) Gross Receipts Tax at 1.5% .....	.045	.045
(l) Federal Income Tax .....	.173	.175
Total Annual Charges	\$2.720	\$2.698

It will be noted that in Item (c) this company sets up a return at the rate of 8% on the full cost of the hand set plus 3% for working stock. This Commission is of opinion that a return should be computed on excess cost of hand set and that 6% is an adequate rate of interest to be charge under this item.

Item (d) shows that the depreciation expense is based on an annual depreciation rate of 9% on cost of the hand set equipment less 7% on cost of desk set equipment. This Commission is of opinion that if 7% depreciation on the desk set is a reasonable de-

preciation expense that it should also be reasonable as to the hand set.

Item (e) property tax is based on the ratio that total taxes on property at the exchanges bore to such property. In the absence of any testimony to the contrary the Commission used this same ratio because it is of opinion that the property tax and the ratio that the total tax on property of the exchanges bore to such property would be practically the same on other telephone companies doing business in this State.

Item (f) deals with maintenance expenses. This maintenance expense seems to be excessive, although it was contended that the repairs on the hand sets occurred more frequently and were more expensive. Maintenance expense on station apparatus does not usually exceed $6\frac{1}{2}$ or 7%. While the Commission believes that as the hand set instrument is perfected maintenance cost necessitated by repairs will steadily decrease, yet in order to cover excessive maintenance of hand set over wall set, the Commission allowed 10%.

The other items of expense are allowed upon the basis as proposed by the company.

In other exhibits the company claims that there is a net annual loss on desk sets supplanted by hand sets. This item is computed on the assumption that the installation of hand set results in the junking of a desk set or of a wall set. This assumption is purely speculative and is not substantiated by the evidence. This company operates in other states besides Florida and in many of these states these extra and additional charges have been reduced and no evidence was presented by this company, or any other company, except purely speculation that this has been the result of a decrease of these costs. In addition, this item is covered in the depreciation expense because it is an element of obsolescence which has been carefully considered in determining the rate to be applied in creating an adequate depreciation reserve.

From the evidence submitted by the various companies the Commission has determined that the excess cost of the hand set over the wall set is \$6.00, and that the excess cost of the desk set over the wall set is \$3.00. Based on these costs the Commission has found the total recurring expenses and interest charges attributable to the wall set, and these findings are set up in the following tables:

TOTAL RECURRING EXPENSES AND INTEREST CHARGES ATTRIBUTABLE TO THE HAND SET OVER AND ABOVE THE RECURRING EXPENSES AND INTEREST CHARGES ATTRIBUTABLE TO WALL SET.

(a) Excess of Hand Set over Wall Set	\$6.00
(b) Interest at 6% on Excess Cost (plus 3% working stock)	\$.37
(c) Depreciation Expense 7% on \$6.00 .....	.42
(d) Maintenance Expenses 10% on \$6.00.....	.60
(e) Revenue Accounting Expense .....	.020
(f) General Expense .....	.025
(g) Uncollectible Revenue 1% of \$3.00 .....	.03
(h) Licensee Revenue .....	.045
(i) Property Tax .....	.054
(j) Gross Receipts Tax at 1½% .....	.045
(k) Federal Income Tax .....	.145
	<u>\$1.754</u>

TOTAL RECURRING EXPENSES AND INTEREST CHARGES ATTRIBUTABLE TO THE DESK

SET OVER AND ABOVE THE RECURRING EXPENSES AND INTEREST CHARGES ATTRIBUTABLE TO WALL SET.

(a) Excess Cost Desk Set over Wall Set....	\$3.00
(b) Interest at 6% (plus working stock)	\$.1854
(c) Depreciation Expense 7% .....	.21
(d) Maintenance Expense 6½% .....	.195
(e) Revenue Accounting Expense .....	.007
(f) General Expense .....	.009
(g) Uncollectible Revenue (1% of \$1.20) .....	.012
(h) Licensee Revenue .....	.0186
(i) Property Tax .....	.03
(j) Gross Receipts Tax (1½%) .....	.0186
(k) Federal Income Tax .....	.046
	<hr/>
	\$.7316

From these tables the Commission finds that the total additional annual charge for the hand set over the wall set is \$1.754; and the total annual additional charge for the desk set over the wall set is \$.7316.

The Commission is cognizant of the fact that the item allowed for licensee revenue is probably not paid by any company except the Southern Bell Telephone & Telegraph Company and is allowed by this Commission because it was set up in the exhibits of this company. This Commission does not pass upon nor commit itself to the justness and reasonableness of this charge as a general thing.

This Commission is of opinion, and so finds, that these additional annual charges are compensatory for the use of the desk set and for the use of the hand set and the justification for additional charges for these two types of telephone instruments is only to be found in the additional cost for providing that service.

The allowance of 10c per month, or \$1.20 per year, for the use of the desk set, and the allowance of 25c per month, or \$3.00 per year, for the use of the hand set, more than covers these annual recurring expenses and interest charges attributable to the desk set and to the hand set over and above the wall set.

The other matter to be considered is Service Connection Charges. Service connection charges were established for the purpose of compensating the telephone company for the expense incurred in making installations of telephone instruments. They were not prescribed for the purpose of enabling the company to derive a profit from such installations. The fear of the telephone companies seems to be that these connection charges would be entirely eliminated and that they would not only be faced with a demand for service for temporary operations, but with an expense brought about by the necessity of satisfying the subscribers whim or fancy as to the location of the telephone, and the type of instrument, for the reason if there were no connection charges the subscriber may want his telephone in one room today and in another tomorrow and the company would have to make these changes without charge. It was clearly stated that it was not the companies intention to derive profit from the service connection charges.

The Commission is of opinion from representations made to it, and from the testimony in this record, that the present service connection charges are now retarding to some extent the old subscribers from renewing their telephone service and also the addition of new telephone subscribers. While the telephone is not

a necessity, yet its use is so common, especially in the business world, that the Commission feels reasonable rates and reasonable connection charges would stimulate a demand for telephone service that would not only be beneficial to the public but would increase the revenues of the companies.

It also appears from the evidence in this record that quite a large part of the expense of installing and removing a telephone is a capital charge, and that therefore the service connection charges under consideration include minor costs that are non capital charges. While we are in the throes of a depression, this Commission believes and is hopeful that the country is headed toward a revival of business and this will mean a resumption of telephone connections and additional subscribers, provided the additional and extra connection charges are not excessive. Of course, when telephone connections are resumed, and additional subscribers secured, or a different classification is made in the kind of telephone service—that is to say, when a subscriber is induced to subscribe for a one party line rather than a four, six or eight party service, this will necessarily result in increased revenue to the companies and a longer tenure of station equipment in one locality.

With these things in view the Commission is of opinion and finds that the present service connection charges should be reduced.

It is not unmindful of the contention of the companies, although it thinks these contentions have been exaggerated, that upon reductions of the differentials in the use of the desk set and hand set that the subscribers will immediately demand the so-called better class of service which will result in many changes in the type of telephone service, the Commission has increased rather than decreased the connection charges for changes in style or type of telephone sets or equipment. The Commission does not wish to commit itself, however, to the belief that a "discouragement"

charge for the use of the desk set and the hand set equipment is fully justified, but it has increased the connection charges for change in style or type of telephone instruments upon the earnest contention of the telephone companies that such charge is necessary.

Based upon the findings of the Commission as herein set forth, and after consideration of all the evidence adduced and of record, the Commission is of opinion and finds that a monthly charge of 10c as an additional charge for the use of the desk set and a monthly charge of 25c as an additional charge for the use of a hand set is just and reasonable, and provides adequate compensation to all telephone companies operating in the State of Florida for this additional service, and is further of opinion that the service connection charges are in some instances excessive and should be reduced.

An appropriate order will, therefore, be entered.

By the Commission this 22nd day of December, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1173.
Docket No. 1216.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: APPLICATION OF CLEWISTON TELEPHONE COMPANY FOR APPROVAL OF CERTAIN PROPOSED TELEPHONE RATES FOR CLEWISTON, FLORIDA.

WHEREAS Clewiston Telephone Company has filed with this Commission a map showing the location of its exchange and the location of all telephones

within the Base Rate Area and the location of all telephones outside the Base Rate Area at Clewiston, Florida, and has applied to this Commission for approval of certain rates for telephone service at Clewiston, Florida, and

WHEREAS Clewiston Telephone Company has expended the sum of \$29,471.17 in installing a modern Common Battery Type Exchange, and has at the present time eighty-two (82) telephones installed and has agreed to include in its Base Rate Area the entire city of Clewiston, together with the mill yard of the United States Sugar Corporation immediately adjoining the city.

Wherefore it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Exchange Base Rate Area as shown on said map filed with this Commission be and the same is hereby APPROVED and the Clewiston Telephone Company is authorized to charge the following schedule of rates for telephone service at its Clewiston Exchange:

SCHEDULE

	1 Party	2 Party	4 Party
Business	\$4.00		
Residence	\$3.00	\$2.50	\$2.50

with a charge of 25c extra per month for each Desk Type of telephone installed.

This cause shall remain open on the docket and jurisdiction is hereby retained for the purpose of making such other order or orders in the premises as to this Commission shall seem proper.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office

in the city of Tallahassee, Florida, this 29th day of December, 1933.

EUGENE S. MATTHEWS,
Chairman.

Order No. 1174.
Docket No. 1215.

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA

IN RE: ESTABLISHING TELEPHONE RATES
AT MALONE, FLORIDA.

1. It appears that the telephone exchange at Malone, Florida, heretofore abandoned, has now been reopened under different management, and

2. It further appearing that Malone Telephone Company has filed with this Commission for approval a certain schedule of rates for telephone service at said Malone Exchange.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commission of the State of Florida that the Malone Telephone Company is hereby authorized to charge the following schedule of telephone rates for its Malone Exchange:

SCHEDULE

	1-Party	2-Party
Business	\$2.00	\$1.50
Residence	\$1.00	
Rural		\$1.00

It is further ORDERED that this cause shall remain open on the docket of the Commission and

jurisdiction be retained for such other order or orders as to the Commission shall seem proper in the premises.

DONE AND ORDERED by the Railroad Commission of the State of Florida in session at its office in the city of Tallahassee, Florida, this 29th day of December, 1933.

EUGENE S. MATTHEWS,
Chairman.

SCHEDULE OF PASSENGER RATES.

All railroads in Florida charge 3.6 cents per mile passenger fares, except the following:

Apalachicola Northern Railroad.

Atlantic & St. Andrews Bay Railway.

Alabama & Western Florida R. R.

Trans-Florida Central Railroad.

Alabama, Florida & Gulf R. R.

St. Louis & San Francisco Ry.

Marianna & Blountstown R. R.

Which roads charge 4.8 cents per mile straight fare, with 3.6 cents round trip tickets, good for five days exclusive of day of sale.

The Florida East Coast Railway operates a rate of 3.6 cents north of Homestead, Fla., except between certain points, where a higher rate is charged. South of Homestead, a rate of 4.8 cents is authorized.

The South Georgia Railway operates a 3.6 cents passenger fare between the Florida line and Greenville, Fla., and 4.8 cents straight fare, with 3.6 cents round trip fare, good for five days exclusive of day of sale, between Greenville and Perry, Fla.

NOTE: The foregoing rates are the maximum rates authorized by the Commission. The trunk line carriers are now using, for an experimental period fares in day coaches of $1\frac{1}{2}$ c per mile, and in Pullman cars, fares of 3c per mile, without the imposition of the surcharge.

DISTANCE TABLE

ATLANTIC COAST LINE RAILROAD Jacksonville to Port Tampa

Jacksonville	0.0	Pomona	70.2	Valdez	120.6
Ortega	7.6	Lake Como	71.8	Lake Monroe	121.8
Venetia	9.0	Huntington	74.9	Sanford	125.8
Yukon	10.0	Crescent City	77.1	Lake Mary	129.3
Orange Park	14.8	Long's	79.8	Crate Spur	131.6
Peoria	19.3	Hammond	82.2	Longwood	133.9
Dixston	20.4	Robinson's Spur	82.8	Overstreet's Still	134.8
Doctor's Inlet	21.2	Pakerstown	83.0	Fern	135.7
Russell	24.5	Lathrop	83.5	Altamonte Springs	136.8
Magnolia Springs	29.0	Seville	84.4	Guthrie	137.8
Green Cove Springs	30.5	Rowell	89.7	Maitland	139.4
Duroc	31.5	Pierson	90.1	Winter Park	141.8
Walkill	34.3	Eldridge	92.6	Orlando	146.6
Leno	37.9	Conrad	97.8	Keckert	149.3
West Tocol	41.2	Delon Springs	100.1	Pine Castle	151.3
Bostwick	46.6	Bond's Mill	102.2	Taft	154.4
Teasdale	49.6	Glenwood	103.3	Flamingo	157.7
Rice Creek	51.7	DeLand Passenger Sta.	108.1	Mack's Siding	163.2
Pecan	52.7	Beresford	109.1	Kissimmee	164.4
Palatka	56.9	Fatio	111.1	Campbell	168.4
Buffalo Bluff	62.8	Orange City Jct.	113.5	Interocean	171.2
Satsuma	64.5	Penson Junction	119.2	Loughman	175.6

Jacksonville to Port Tampa—Continued

Mowata	180.8	Lakeland	207.1	Ybor City	237.3
Davenport	181.6	Winston	210.9	Tampa	239.4
Haines City	185.4	Youmans	214.1	Ewing	241.2
Lake Alfred	192.2	Plant City	217.5	Boulevard	242.0
Lynchburg	193.8	Wilkinson	221.2	Belman	242.5
Auburndale	196.5	Dover	223.6	Horts	254.0
Carters	201.7	Seffner	227.1	Port Tampa City	246.2
Carlake	202.5	Mango	229.2	Port Tampa	247.9
Cumbee	204.3	Gary	236.3		

Jacksonville to Jesup

Jacksonville	0.0	Callahan	19.7	Bologne	37.1
Pickett	5.4	Dyal	24.1	Folkston, Ga.	41.2
Dinsmore	9.6	Hilliard	29.8	Jesup, Ga.	95.6
Ratliff	15.1	Andrews	33.5		

ATLANTIC COAST LINE RAILROAD—Continued
Jacksonville to St. Petersburg

Jacksonville	0.0	Boardman	103.9	Center Hill	174.6
Cambon	9.4	McIntosh	105.4	Webster	178.9
Deeville	14.5	Gaitskill	105.8	St. Catherine	184.2
Baldwin	19.8	Orange Lake	106.9	*Croom	190.0
Mattox	24.2	Proctor	107.7	Trilby	199.0
McPherson	27.4	Reddick	111.3	Planton	204.0
Steckert	32.2	Lowell	114.2	San Antonio	209.8
Manning	36.1	Martin	117.2	Pasco	213.8
Sapp	38.2	Fessenden	118.0	Ehren	221.9
Harrah	38.8	Kendrick	120.6	Drexel	224.2
Ellerbe	42.1	Ocala	126.1	Odessa	232.5
Raiford	45.2	Montague	130.3	Keystone Park	236.4
Johnstown	48.8	Cornell	132.3	Tarpon Springs	243.2
Lake Butler	52.8	Burhnam	136.2	Crystal Beach	247.0
Dukes	58.3	Ocklawaha	142.2	Palm Harbor	248.4
Munich	59.2	Lake Weir	143.1	Dunedin	253.4
Worthington Springs	61.0	East Lake	144.6	Clearwater	256.6
Santa Fe	64.5	Stanton	146.4	Belleair	257.6
Haynesworth	68.9	Weirsdale	147.3	Largo	260.1
Burnett's Lake	72.0	Conant	150.4	Cross Bayou	265.3
Hague	75.3	Lady Lake	152.1	Pinellas Park	267.1
Paradise	81.6	Fruitland Park	156.4	Lellman	269.6
Gainesville	85.7	Leesburg	159.9	St. Petersburg	273.7
Rochelle	94.6	Okahumpka	165.3	St. Petersburg Wharf	275.0
Micanopy Jct.	99.8	Cason	169.7		
Evinston	102.4	Rital	174.1		

*Jacksonville to Croom via Newberry 159.4.

Jacksonville to Perry

Jacksonville	0.0	Dukes	58.3	Tyler	94.8
Cambon	9.4	Munich	59.2	Trenton	99.0
Deeville	14.5	Worthington Springs	61.0	Wilcox	106.8
Baldwin	19.8	Santa Fe	64.5	Old Town	108.5
Mattox	24.2	Haynesworth	68.9	Eugene	115.0
McPherson	27.4	Burnett's Lake	72.0	Cross City	118.1
Steckert	32.2	Alachua	73.7	Hines	128.2
Sapp	38.2	Cadillac	78.1	Clara	135.3
Ellerbee	42.1	Haile	81.1	Salem	142.9
Raiford	45.2	Komoko	83.2	Athens	151.5
Johnstown	48.8	Newberry	85.7	Pinland	155.8
Lake Butler	52.8	Barr's Crossing	91.0	Perry	162.2

Lakeland to Fort Myers

Lakeland	0.0	Torrey	33.8	Nocatee	66.1
Faton Park	4.1	Wauchula	38.1	Fort Ogden	72.6
Highland City	7.5	Zolfo	42.1	Cleveland	82.0
Bartow	13.4	Moffitt	44.7	Punta Gorda	86.5
Holbrook	16.9	Buchanan	47.7	Acline	91.2
Homeland	19.3	Gardner	51.9	Slater	105.3
Fort Meade	23.9	Brownsville	55.9	Bay Shore	107.8
Jane Jay	29.1	Cubitis	58.6	Tice	111.0
Bowling Green	31.8	Arcadia	62.0	Fort Myers	115.4

ATLANTIC COAST LINE RAILROAD—Continued
Sanford to Trilby

Sanford	0.0	Winter Garden	30.0	Groveland	49.6
New Upsala	3.6	Tildenville	31.4	Mascotte	52.6
Island Lake	8.1	Oakland	32.7	Mable	58.5
Sanlando	14.1	Killarney	34.2	Linden	61.8
Forest City	16.8	Cynthiana	36.6	Tarrytown	63.0
Clarcona	22.9	Mohawk	40.2	Riverland	66.8
Fullers	26.5	Minneola	41.7	Lacoochee	72.8
Crown Point	27.7	Clermont	43.4	Trilby	74.3
Britt	29.3	Varnell	47.1		

Tampa, Fla., to Thomasville, Ga.

Tampa	0.0	Istachatta	60.3	Osborne	99.0
Gary	3.1	Hooper	61.5	Steen	100.5
Harney	8.4	Epssen	62.1	Tidewater	101.7
Temple Terrace Jct.	9.6	Pineola	62.2	Apex	104.1
Idlewild	11.3	Jumeau Spur	65.9	Lebanon	106.7
Thonotosassa	14.2	Floral City	67.2	Gulf Hammock	114.8
Glennell	22.8	Maria	72.7	Otwell	116.0
Zephyrhills	28.3	Inverness	74.2	Dowling	116.5
Vitis	32.0	Hernando	79.0	Otter Creek	120.4
Dade City	38.3	Felicia	81.6	Usher	126.8
Trilby	45.3	Ladonia	84.6	Chiefland	132.3
Rital	49.6	Gulf Junction	90.2	Hardeetown	133.7
Croom	54.3	Dunnellon	91.6	Bercum	137.5
Edgewater	58.3	Lucrece	96.0	Wilcox	143.1

Tampa, Fla., to Thomasville, Ga.—Continued

Oldtown	114.8	Athena	187.8	Monticello	234.4
Eugene	151.3	Pinland	192.1	Alma	238.7
Cross City	154.4	Perry	198.5	Forrester	242.2
Hines	164.5	Secotan	203.5	Fincher	245.2
Clara	171.6	Iddo	212.2	Metcalf	247.7
Benotis	177.2	Eridu	214.6	Thomasville	257.7
Salem	179.2	Lemont	221.0		
Carbur	181.5	Drifton	230.5		

Lakeland to Waycross

Lakeland	0.0	Dunnellon	79.9	O'Brien	168.2
Galloway	4.9	Juliette	84.6	McAplin	175.1
Kathleen	7.1	Romeo	92.0	Pinemount	176.7
Millard	14.9	Morrison	95.1	Padlock	181.6
Lumberton	19.1	Montbrook	100.2	Live Oak	186.3
Vitis	20.3	Williston	104.5	Rixsford	190.7
Dade City	26.6	Raleigh	108.4	Suwannee	193.3
Trilby	33.6	Archer	116.1	Marion	196.9
Rital	37.9	Half Moon	121.3	Jasper	202.3
Croom	42.6	Newberry	126.3	Bakers Mill	206.4
Istachatta	48.6	Lexington	132.4	Tarver, Ga.	214.8
Pineola	50.5	Clark	134.9	Alexanderville, Ga.	217.8
Floral City	55.5	High Springs	139.6	Haylow, Ga.	223.5
Inverness	62.5	Fort White	149.0	Withers, Ga.	225.5
Hernando	67.3	Lake City Junction	152.0	Dupont, Ga.	235.2
Felicia	69.9	Hildreth	155.0	Waycross, Ga.	269.1
Ladonia	72.9	Lary	157.0		
Gulf Junction	78.5	Branford	162.6		

ATLANTIC COAST LINE RAILROAD—Continued
High Springs to Burnett's Lake

High Springs	0.0	Alachua	10.9	Burnett's Lake	9.2
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Ocala to Homosassa

Ocala	0.0	Leroy	14.6	Gulf Junction	27.9
Agnew	4.2	Rock Springs	18.4	Citronelle	35.4
Martel	8.9	Juliette	21.8	Crystal River	40.4
York	12.2	Dunnellon	26.5	Homosassa	49.6

Sanford to Astor

Sanford	0.0	Mount Plymouth	17.6	Umatilla	40.6
New Upsala	3.6	Sorrento	19.0	Altoona	43.3
Paola	6.0	Mount Dora	24.8	Pittman	45.3
Markham	8.5	Tavares	29.9	Astor	61.0
Walling	13.0	Eustis	34.2		
Cassia	13.6	Port Mason	36.2		

Sanford to Lake Charm

Sanford	0.0	Clydes	7.2	Lake Charm	18.0
Fort Reed	2.8	Clifton	11.8		
Mecca Junction	5.2	Oviedo	16.9		

Leesburg to Fort Mason

Leesburg	0.0	Orange Bend	8.1	Grand Island	12.7
Warners	3.9	Lisbon	9.2	Fort Mason	14.6

Tavares to Lane Park

Tavares	0.0	Lane Park	3.2		
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Kissimmee to Apopka

Kissimmee	0.0	Isleworth	17.4	Ocoee	24.7
Shingle Creek	4.5	Windemere	18.7	Clarcona	29.7
Vineland	10.7	Gotha	21.5	Apopka	34.4

Kissimmee to Narcoossee

Kissimmee	0.0	St. Cloud	8.6	Runnymede	13.2
Carolina	4.5	Ashton	11.1	Narcoossee	14.5

Lake Alfred to Bartow

Lake Alfred	0.0	Winter Haven	5.6	Gordonville	12.4
Florence Villa	4.1	Eagle Lake	9.2	Bartow	17.1

DeLand Junction and DeLand

DeLand Passenger Agency	0.0	Stetson	2.4	DeLand Freight Agency	3.2
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ATLANTIC COAST LINE RAILROAD—Continued

Winston to Fort Meade

Winston	0.0	Achan	13.8	Phosphoria	20.0
Medulla	6.0	Nichols	15.9	Agricola	21.5
Chr'stina	7.4	Pebbledale	15.7	Marquis Mill	23.4
I'rairie	9.9	Green Bay	17.6	Tiger Bay	25.2
Mulberry	10.6	Pierce	17.8	Ft. Meade	28.1
Kingsford	11.9	Royster	18.0		

Sanford to Mecca Junction

Sanford	0.0	Beck Hammock	5.4	Palm Villa	9.5
Erison	3.0	Moore's	6.0	Mecca	10.3
Sipes	3.5	Cameron City	7.1	*Mecca Junction	10.9
Beardall	4.1	Crippen	7.8		

*Distance via Fort Reed 5.2 miles.

Gary to Vitis

Gary	0.0	Idlewild	8.2	Vitis	28.9
Harney	5.3	Thonotosassa	11.1		
Temple Terrace Jct.	6.5	Zephyrhills	25.2		

Croom to Brooksville

Croom	0.0	Brooksville	10.8		
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Proctor to Citra

Proctor	0.0	Citra	6.1	
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Palatka to Rochelle

Palatka	0.0	Mannville	15.9	McMeekin	26.1
Francis	5.3	Interlachen	17.5	Hawthorne	30.8
Akomi	10.0	Edgar	22.1	Rochelle	39.5
Hollister	12.6	Johnson	23.5		

Micanopy Junction to Tacoma

Micanopy Junction	0.0	Micanopy	3.4	Tacoma	8.6
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Lake City to Lake City Junction

Lake City	0.0	Columbia	9.8	Lake City Junction	18.9
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River Junction to Climax

River Junction	0.0	Faceville, Ga.	15.5	Climax, Ga.	30.8
Recovery, Ga.	9.2	Fowltown, Ga.	22.2		

ATLANTIC COAST LINE RAILROAD—Continued
Haines City to Everglades

Haines City	0.0	Avon Park	38.5	Goodno	100.4
Prine	3.0	Sebring	46.3	Sears	110.4
Lake Hamilton	5.2	DeSoto City	50.6	Keri	113.7
Leco	5.9	Istopoga	55.1	Felda	118.6
Dundee	6.8	Lake Placid	62.9	Immokalee	126.1
Waverly	9.8	View	67.8	Bunker Hill	129.0
Mountain Lake	11.4	Childs	68.8	Harker	133.2
Lake Wales	15.3	Hicora	73.6	Sunniland	138.6
Highland Park	17.2	Venus	79.5	Miles City	146.4
Pabson Park	21.3	Palmdale	88.3	Deep Lake	154.0
Frostproof	27.8	Harrisburg	89.4	Copeland	160.7
Pittsburg	34.5	Hall City	93.1	Carnestown	163.1
Aro	36.6	Ortona	98.0	Everglades	167.1

Harrisburg to Lake Harbor

Harrisburg	0.0	Cobert	17.1	Gunson	25.7
Muckway	9.8	Roumania	18.1	Sugartown	26.8
New Hall	14.3	Benbow	19.7	Highway Spur	27.6
Moore Haven	15.7	Frierson	21.7	Clewiston	30.8
Caspar	16.1	Capar	22.5	Lakeside	34.3
Gram	16.6	Liberty Point	22.7	Lake Harbor	41.0

Mountain Lake to Mammoth

Mountain Lake	0.0	Mammoth	6.1		
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SEABOARD AIR LINE RAILWAY
From Jacksonville, Fla., to Savannah, Ga.

Jacksonville	0.0	County Spur	9.7	Yulee	25.7
Jacksonville Cemetery	6.7	Eastport Junction	12.3	Becker	29.0
Milldale	7.7	Duval	15.5	Gross	32.7
Panama Park	8.1	Tisonia	18.5	Savannah, Ga.	139.5

From Jacksonville to Chattahoochee River

Jacksonville	0.0	Welborn	70.9	Chaires	154.1
West Jacksonville	3.0	Houston	76.2	Perkins	160.8
White House	11.0	Live Oak	81.8	Tallahassee	165.7
Otis	14.1	Dickert	87.9	169 Mile Post	169.1
Baldwin	18.9	Hinley's Spur	89.4	Norfleet	172.5
Mattox	22.9	Falmouth	91.5	Ocklocknee	174.0
McClenny	27.8	Ellaville	95.1	Lawrence's	175.0
Glen Saint Mary	30.1	Lee	102.7	Midway	177.7
Knabb	31.3	West Farm	104.9	McRae	180.9
Sanderson	37.1	Madison	110.1	Quincy	189.7
Mann's Spur	40.1	Champaign	115.2	Sumatra Spur	192.0
Olustee	47.0	Greenville	123.8	192 Mile Post	192.8
Mount Carrie	51.5	Aucilla	131.3	Gretna	195.0
McCloskey	55.4	Drifton	138.7	Mattox Commercial Co.	196.6
Watertown	57.1	Braswells	141.6	Mount Pleasant	198.3
Lake City	59.5	Lloyd	147.6	River Junction	208.3
Ogden	65.0	Capitola	152.2	Chattahoochee River	209.8

SEABOARD AIR LINE RAILWAY—Continued
From Fernandina to Baldwin

Fernandina	0.0	Italia	18.9	Ingle	38.7
O'Neil	6.1	Callahan	27.2	Pryce Spur	40.7
Lofton	8.6	Crawford	31.8	Fouraker's Spur	43.6
Yulee	12.1	Dahoma	34.9	Baldwin	47.3
Hero	15.3	Verdie	36.9		

From Drifton to Monticello

Drifton	0.0	Monticello	4.2		
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From Carabelle, Fla., to Cuthbert, Ga.

Carabelle	0.0	31 ½ Mile Post	30.6	Sharon	63.0
Clower	3.5	Raker Mill	31.1	Altschul	64.3
Lanark	4.8	Hilliardsville	36.2	Havana	66.4
McIntyre	13.3	Simmons	38.0	Finson	68.0
Vimont	14.3	Spring Hill	40.4	Jamieson	70.7
Sopchoppy	19.3	Tallahassee	50.0	Getzlaff	70.9
Ashmore	21.6	Lake Jackson	58.0	Bainbridge, Ga.	89.8
26 Mile Spur	23.5	Yeager	61.0		
Arran	29.5	Gibson	62.1		

From Havana to East Quincy

Havana	0.0	Freemont	4.9	Corry (Gadsden Cy.)	9.2
Majors Siding	1.7	Littman	6.7	East Quincy	11.2

From Tallahassee to Leonton

Tallahassee	0.0	Corey	10.4	Wacissa	21.3
St. Marks Jct.	2.9	Rose	12.9	Leonton	23.6
Maxwell	4.5	Cody	17.3		

From Tallahassee to Smith-Vereen Co.

Tallahassee	0.0	Yeagers	8.3	Vereen	12.7
St. Marks Jct.	2.9	Woodville	9.5	Wakulla	15.2
Rhodes' Spur	6.3	Upchurch	11.2	Smith-Vereen Co.	18.7
Lutterloh	6.3	Moody	12.0		

From Baldwin to Tampa

Baldwin	0.0	Island Grove	61.9	Oxford	104.3
Fiftone	3.5	Crosby	63.6	Hooks Siding	105.4
Maxville	7.1	Citra	64.4	Wildwood	108.9
Hugh	9.8	Meadows	66.7	Monarch	110.8
Highland (Clay Cy.)	14.3	Phoslime	67.8	Coleman	113.5
Lawtey	19.1	Sparr	69.9	McRaney	114.4
Starke	25.9	Anthony	73.3	Panasoffkee	116.9
Hampton	32.1	Oak	75.6	Ekal	117.6
Waldo	37.6	Ocala	83.0	Crum	120.3
Orange Heights	42.3	Santos	90.7	Edenfield	121.8
Campville	46.8	Thaggard	93.6	Fushnell	123.5
Rex	49.5	Bellevue	94.6	St. Catherine	127.5
Hawthorne	52.0	Summerfield	98.6	Rerdell	130.9
Lochloosa	58.3	Dallas	101.3	Majors	133.6

SEABOARD AIR LINE RAILWAY—Continued
From Baldwin to Tampa—Continued

Lacoochee	137.9	Knights	166.4	Brandon	182.3
Dade City	146.1	Plant City	170.5	Limona	183.3
Muller	148.5	Turkey Creek	175.3	Pitts	184.9
Greer	153.0	Sydney	177.0	South Tampa	186.4
Zephyrhills	155.1	Erick Yard	179.0	Ybor City	191.5
Crystal Springs	158.9	Valrico	180.3	Tampa	193.0

From Plant City to Naples

Plant City	0.0	Fort Green Springs	34.1	Hull Jct.	70.4
Coronet Junction	2.6	Vandolah	40.1	Fort Ogden	71.8
Trapnell	4.3	Ona	42.5	Shell City	79.6
Hopewell	6.6	Bridges	47.6	Saline	81.8
Alafia	8.6	Limestone	50.7	Tucker	88.0
A. M. Phosphate Co.	8.6	Kinsey	52.3	Salvista	100.2
Keysville	10.5	Stewart's Switch	55.1	Fort Myers	103.2
Welcome Junction	11.3	Bunker	58.1	Punta Rassa Jct.	111.7
Edeson Junction	12.8	Arcadia	62.5	Esteros	117.7
Bradley Junction	19.8	Nocatee	65.3	Bonita Springs	125.8
Brewster	23.0	Welles	68.5	North Naples	134.9
Fort Green	33.2	Hull	69.7	Naples	138.8

From Starke to Wannee

Starke	0.0	Alachua	28.1	Williford	47.1
Sampson City	7.1	Thirty Mile Siding	30.5	Forty-nine Mile Sdg.	49.8
Clayno	11.0	Arno	33.4	Bell	51.9
Brooker	15.2	Buda	36.5	Curtis	54.3
LaCrosse	20.5	Central Spur	38.3	Wannee	57.3
Hainesworth	23.9	Neals	41.9		

From Waldo to Tampa (Via Archer)

Waldo	0.0	Standard	52.7	Cowham	95.4
Milliken Spur	3.1	Early Bird	55.0	Hillside	96.4
Guss Spur	4.0	Hoyt	59.7	Lake Stafford	101.7
Fairbanks	7.1	Cocowitch Spur	65.5	Annuttaliga	103.2
Gainesville	13.9	Dunnellon	69.3	Brooksville	107.8
Dayville	17.5	Griggs Spur Jct.	69.5	Tooke Lake Jct.	108.7
Arredondo	19.9	Anderson Junction	71.0	Blowers	109.7
Archer	28.4	Mutual Junction	72.8	Powell	113.0
Adams	31.5	Section 20 Spur Jct.	74.5	Ayers	115.7
Eve	32.9	Harrison (Citrus Cy.)	76.3	Masaryktown	117.3
Colly	33.8	Section 34 Mile Jct.	76.9	Loyce	122.1
Raleigh	36.1	Syndicate No. 1	77.6	Greenfield	125.4
Hodgson	38.0	Felicia	78.9	Fivay Junction	126.9
Williston	40.0	Clark Ray	80.7	Drexel	133.4
Peacock's	40.8	New Section 26 Mine	81.0	Denham	136.8
Cuke Siding	41.6	Johnsons	84.4	Deer Lake	138.3
Montbrook	44.4	Inverness Jct.	84.9	Lutz	139.8
Morrison	47.8	Strachan	92.0	Bruing	140.7

SEABOARD AIR LINE RAILWAY—Continued
From Waldo to Tampa (Via Archer)—Continued

Chapman	142.9	Sulphur Springs	148.2	Ybor City	154.0
Nowatney	144.9	Parkers	150.7	Tampa	155.5
Flora	145.8	Gary	153.1		

From Anderson Junction to Eureka Mines

Anderson Junction	0.0	Eureka Mines	1.0		
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From Mutual Junction to Mutual Mines

Mutual Junction	0.0	Mutual Mine	1.7		
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From Section 20 Spur Jct. to Section 20-C Mine

Section 20 Spur Jct.	0.0	Section 20-B Mine	1.0		
Section 20-A Mine	1.0	Section 20-C Mine	1.0		

From Section 34 Mine Jct. to Section 34 Mine

Section 34 Mine Jct.	0.0	Syndicate No. 3.	0.6	Section 34 Mine	1.1
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From Inverness Jct. to Inverness

Inverness Jct.	0.0	Southern Mine	0.8		
Holder Jct.	0.4	Inverness	2.0		

From Tooke Lake Jct. to Milco

Tooke Lake Jct.	0.0	Waddell	0.9	Milco	1.9
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From Sulphur Springs to St. Petersburg

Sulphur Springs	0.0	Cheneys Mills	21.9	Oakhurst	34.7
Lake Carroll	2.6	Clearwater	26.3	Seminole	35.8
Tarpon Junction	7.7	Bellaire	27.4	Jungle	38.4
Rebro	8.3	Largo	29.4	Pasadena	41.6
Tampashores	13.9	Baskin	30.8	Gulf Port	43.9
Safety Harbor	18.5	Indian Beach Jct.	31.0	St. Petersburg	47.3
Dellwood	19.6	Walsingham	31.9		
Coachman	21.5	Cobb Siding	34.0		

From Tarpon Jct. to Tarpon Springs

Tarpon Jct.	0.0	Lake Fern	8.0	*New Port Richey Jct.	18.4
Citrus Park	2.8	Gulf Pine	10.3	Tarpon Springs	21.5
Cosme	5.1	Keystone Colony	13.8		

From New Port Richey Jct. to New Port Richey

*New Port Richey Jct.	0.0	Sans Souci	4.0	New Port Richey	7.0
Gribbel Spur	3.5	Elfers	4.7		

*New Port Richey Junction is shown only to indicate the location of the point at which the tracks of the Tarpon Springs Branch and New Port Richey Branch connect.

SEABOARD AIR LINE RAILWAY—Continued
From Indian Beach Junction to Annona

Indian Beach Junction	0.0	Annona	2.0
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From Summerfield to Weirsdale

Summerfield	0.0	Gray's Landing	5.3	Orange Siding	7.2
Lehmann's	4.3	South Lake Weir	6.1	Weirsdale	7.3

From Wildwood to Lake Charm

Wildwood	0.0	Tavares	22.3	Orlando	53.4
Orange Home	3.1	Ellsworth Junction	25.4	Winter Park	57.9
Bamboo	5.7	Lake Jem	29.4	Morses Spur	59.0
Whitney	7.5	Zellwood	33.3	Golden Rod	62.5
Montclair	9.0	McDonald	35.5	Bertha	63.5
Leesburg	11.3	Plymouth	37.2	Gabriella	64.6
Sunnyside (Lake Cy.)	13.9	Orifi	38.8	Oviedo	68.7
Eldorado	15.3	Apopka	40.5	Lake Charm	69.6
McCollum's Mill	17.5	Piedmont	43.2		
Eustis Transfer	19.9	Lockhart	46.6		

From Lake Charm to Smith's Corner

Lake charm	0.0	Swope	2.4	Sonny Boy	3.9
Hammock	1.6	Golden Egg	2.9	Smith's Corner	4.3

From Lake Charm to Lynch

Lake Charm	0.0	Warren	2.0	Lynch	2.4
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From Coleman to Homestead

Coleman	0.0	Fort Bassenger	127.0	Midriver	243.2
Sumterville	4.5	Mildred	135.8	Fort Lauderdale	246.3
Center Hill	11.5	Okeechobee	142.7	Dania	250.8
Mabel	16.4	Sherman	148.3	Hollywood	252.7
Polk City	45.5	Indiantown	170.0	Hallandale	255.5
Berkeley	50.8	Randolph	184.8	Uleta	259.3
Auburndale	54.0	West Palm Beach	204.3	Opa Locka	264.0
Winter Haven	60.2	Lake Worth	210.5	Hialeah	270.3
Blue Bird	62.9	Lantana	212.8	Miami	274.4
West Lake Wales	70.1	Boynton	217.0	Coral Gables	278.2
West Frost Proof	81.6	Delray Beach	221.5	South Miami	281.0
Avon Park	92.1	Yamato	226.4	Petaluma	288.4
Lakemont	97.5	Traylors Quarry Road	228.8	Richmond	290.0
Sebring	101.1	Deerfield	232.3	Aladdin City	292.7
Lake Istokpoga	113.3	Pompano	237.9	Redland	296.5
Cornwell	122.9	Blount's Siding	240.2	Homestead	300.3

SEABOARD AIR LINE RAILWAY—Continued
From Turkey Creek to Venice

Turkey Creek	0.0	Vegetable	34.5	Bradenton Junction	44.9
Durant	5.1	Erie	35.9	Wiggins	46.6
Lithia	8.7	Terra Ceia Jct.	39.4	Oneco	48.0
Boyette	12.0	Patten's Siding	40.1	Sanders	49.4
Fox	16.2	Wheelers	40.6	Tallavast	51.1
Balm	16.8	Ellenton Junction	41.3	Sasasota	55.6
Morris Park	18.2	Richfield	41.9	Fruitville Junction	58.7
Wimauma	20.6	Courtney Siding	42.1	Bee Ridge	62.2
Dowdells	21.8	Palmetto Junction	42.4	Osprey	67.3
Willow	26.2	Pedrick	42.9	Laurel	72.2
Judys	31.3	Atwood Junction	43.2	Nokomis	73.5
Parrish	32.5	Manatee	44.7	Venice	74.8

From Valrico to Welcome Junction

Valrico	0.0	Charmichael	9.2		
Durant	5.6	Welcome Junction	11.9		

From Dowdells to Sunset

Dowdells	0.0	Sunset	1.3		
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From Terra Ceia Junction to Terra Ceia

Terra Ceia Jct.	0.0	Armstrong	3.6	Terra Ceia	4.4
Nash	1.0	Floods	3.9		
Rubonia	2.7	Estate	4.0		

From Ellenton Junction to Ellenton

Ellenton Junction	0.0	Ellenton	0.6		
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From Palmetto Junction to Lemon Spur

Palmetto Junction	0.0	Palmetto	1.2	Lemon Spur	3.4
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From Atwood Junction to Manavista

Atwood Junction	0.0	Manavista	0.9		
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From Bradenton Junction to Bradenton

Bradenton Junction	0.0	Bradenton	1.2		
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From Coronet Junction to Coronet

Coronet Junction	0.0	Coronet	1.7		
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SEABOARD AIR LINE RAILWAY—Continued
From Edeson Junction to Hesperides

Edeson Junction	0.0	Bartow	14.5	Lake Wales	31.7
Edeson	0.6	Conshal	17.3	Mammoth	35.2
Nichols	3.1	Polk Lake	18.4	Diamond	36.0
Mulberry	6.5	Roux Siding	19.0	Templetown	37.3
Ridgewood Jct.	10.2	Lake Garfield	19.7	Hesperides	39.9
Chambliss	11.0	Alturas	22.9		
Morris Mine	12.8	West Lake Wales	27.7		

From Mulberry to Prairie

Mulberry	0.0	Prairie	3.4		
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From Bartow to Pembroke

Bartow	0.0	Homeland	6.7	Pembroke	9.1
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From Bradley Junction to Achan

Bradley Junction	0.0	Pierce	3.2	Achan	4.9
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From Bradley Junction to Agricola

Bradley Junction	0.0	Silver City	4.8		
MacDowell	4.8	Agricola	5.6		

From Fort Ogden to South Boca Grande

Fort Ogden	0.0	Murdock	16.7	Placida	32.0
Carr	3.2	El Jobe-an	22.5	Gasparilla	34.3
Platt	6.2	Charlotte Beach	24.4	Boca Grande	37.6
Mars	14.3	San Castle	28.2	South Boca Grande	40.3

From Fort Myers to LaBelle

Fort Myers	0.0	Rialto	14.7	LaBelle	29.0
Ballard Road	3.2	Alva	17.2		
Buckingham	10.1	Floweree	19.7		

From Punta Rassa Junction to Truckland

Punta Rassa Jct.	0.0	San Carlos	7.1	Truckland	9.0
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JACKSONVILLE, GAINESVILLE & GULF RAILWAY
From Gainesville to Emathla

Gainesville	0.0	Clyatt	12.4	Irvine	24.9
Cannons Crossing	4.1	Kirkwood	13.1	Ft. Drane	26.2
Rocky Point	5.4	Tacoma	14.2	Fairfield	27.7
Crowns	6.3	Micanopy	16.5	Cara	30.4
Hails Siding	7.5	Tusawilla	19.0	Carters Siding	31.4
Wacahotta	9.0	Lake Simonton	19.8	Superior	34.1
Lisman	10.1	Hickman	21.4	Emathla	34.9
Levy Lake	11.0	South Side	22.2		
Flewellen	11.5	Dungarvan	23.2		

TAVARES AND GULF RAILROAD
From Tavares to Ocoee

Tavares	0.0	Montverde	18.4	Tildenville	28.9
Garrville	5.4	Wait's Junction	21.9	Winter Garden	29.9
Astatula	7.7	Bear Gap	23.0	Ocoee	32.4
Howey Heights	11.3	Killarney	25.9		
Ferndale	15.5	Oakland	27.4		

From Wait's Junction to Clermont

Wait's Junction	0.0	Mohawk	3.0	Clermont	5.5
Crenshaw	1.5	Minneola	4.5		

**LOUISVILLE AND NASHVILLE RAILROAD COMPANY
DISTANCES BETWEEN POINTS IN FLORIDA**

Alabama & Florida Branch From Graceville, Fla.		Noma -----	7.0	
To	Miles	Eleanor -----	3.0	
Esto -----	8.0	Graceville -----	0.0	

Pensacola Division Flomaton to River Junction From Pensacola, Fla		Pensacola -----	0.0	DeFuniak Springs -----	79.0
To	Miles	Bohemia -----	6.0	Argyle -----	84.0
Tarzan -----	43.0	Gull Point -----	7.0	Darno -----	89.0
Century -----	41.0	Escambia -----	9.0	Ponce de Leon -----	91.0
Bluff Springs -----	38.0	South Escambia -----	12.0	Westville -----	97.0
McDavid -----	33.0	Avalon -----	13.0	Caryville -----	100.0
Bogia -----	31.0	Harp -----	14.0	Bonifay -----	108.0
Pine Barren -----	27.0	Galt City -----	17.0	Hulaw -----	115.0
Barth -----	25.0	Bagdad Jct. -----	19.0	Chipley -----	117.0
Brickton -----	25.0	Milton -----	20.0	Aycock -----	123.0
Dolores -----	24.0	Bayou Siding -----	21.0	Cottondale -----	126.0
Molino -----	23.0	Harold -----	30.0	Lime Rock -----	131.0
Quintette -----	19.0	Floridale -----	33.0	Fairgrounds -----	134.0
Cottage Hill -----	16.0	Holts -----	39.0	Marianna -----	136.0
Cantonment -----	15.0	Galliver -----	41.0	Criglar -----	142.0
Gonzalez -----	12.0	Milligan -----	46.0	Cypress -----	146.0
Roberts -----	11.0	Crestview -----	50.0	Grand Ridge -----	150.0
Olive -----	6.0	Delaco -----	57.0	Inwood -----	152.0
Brent -----	4.0	Deerland -----	59.0	Sneads -----	156.0
Goulding -----	2.0	Mossy Head -----	66.0	River Junction -----	161.0
		Bear Head -----	73.0		

LOUISVILLE AND NASHVILLE RAILROAD COMPANY—Continued
DISTANCES BETWEEN POINTS IN FLORIDA

Yellow River Branch From Crestview, Fla.					
To	Miles				
Svea	21.0	Laurel Hill	17.0	Crestview	0.0
		Campton	10.0		
		Garden City	7.0		

FLORIDA EAST COAST RAILWAY
Jacksonville to Key West

Jacksonville	0.0	Orange Mills	57.8	Daytona Beach	109.7
So. Jacksonville	1.3	East Palatka	61.4	Sinclair	112.0
Sunbeam	9.6	San Mateo Junction	62.8	Plake	112.5
Greenland	12.8	Yelvington	66.6	Port Orange	114.7
Payard	15.2	Roy	68.8	Harbor Point	116.1
St. Johns Park	18.6	Potatoville	70.5	New Smyrna	124.6
Durbin	21.1	Dinner Island	76.4	Edgewater Junction	126.7
Sampson Siding	27.3	Neoga	81.2	Hucomer	131.2
Magnolia Grove	31.5	Espanola	82.3	Ariel	133.6
St. Augustine	36.7	Bunnell	86.6	Oak Hill	136.4
Moultrie Junction	37.0	Dupont	90.1	Fullerton	138.2
College Park	38.7	Korona	92.3	Scottsmoor	143.5
Tocoi Junction	40.0	Favorita	95.1	Wiley	149.6
Vermont Heights	44.2	Harwood	97.6	Jay Jay	151.8
Elkton	47.1	National Gardens	99.2	Titusville	154.4
Armstrong	49.0	Windle	99.6	Indian River City	157.6
Spuds	51.1	Ormond	104.2	Delespine	163.7
Hastings	53.7	Holly Hill	107.0	Frontenac	165.4

Jacksonville to Key West—Continued

Hardee's	166.6	St. Lucie	238.9	A-313	313.3
Sharpes	167.4	A-240	240.0	Delray Beach	316.9
City Point	169.3	Ft. Pierce	241.6	Yamato	321.0
Spratt's	170.8	White City	246.4	Villa Rica	322.8
Ives	171.9	Ankona	249.0	Boca Raton	324.5
Cocoa-Rockledge	173.5	Walton	252.4	Deerfield	237.0
Williams'	175.1	Jensen	256.8	Pompano	333.1
Bonaventure	179.4	Sand Pit	258.1	Oakland Park	337.4
Pineda	183.7	Rio	258.9	Colohatchee	338.3
Eau Gallie	189.8	Stuart	261.4	Ft. Lauderdale	341.2
Melbourne	194.2	Port Sewall	264.4	A-342	342.3
Palm Bay	197.5	Salerno	266.5	Port Everglade Junction..	343.8
Malabar	199.9	Fruita	268.7	Dania	345.9
Valkaria	203.0	Gomez	271.5	Hollywood	348.2
Grant	205.6	Hobe Sound	274.7	Hallandale	350.6
Micco	209.2	Likely	277.8	Ojus	353.3
Roseland	212.4	Camden	279.3	North Miami Beach	354.7
Sebastian	214.5	Jupiter	283.3	North Miami	357.4
Wabasso	219.3	Monet	290.5	Biscayne	359.0
Winter Beach	221.9	Kelsey City	293.3	Little River (Takes Miami	
Gifford	225.5	Riviera	295.3	rates)	
Vero Beach	227.8	West Palm Beach	299.0	Miami	365.6
Nevins	229.5	Ardley	304.4	Coconut Grove (Takes	
Oslo	231.1	Lake Worth	306.2	Miami rates)	
Viking	234.5	Lantana	308.3	South Miami (Takes	
Indrio	236.2	Hypoluxo	309.4	Miami rates)	
A-237	237.1	Boynton	312.2	Kendal	376.3

FLORIDA EAST COAST RAILWAY—Continued
Jacksonville to Key West—Continued

Howard	378.6	Jewish	415.4	Long Key	457.8
Rockdale	380.2	Key Largo	417.3	Toms Harbor	461.7
Perrine	381.6	B.-427	427.8	Vaca	469.7
Peters	382.5	Tavernier	431.0	Marathon	474.1
Goulds	385.8	A-433	433.0	Pigeon Key	478.0
Black Point	386.6	Plantation	434.1	Spanish Harbor	488.7
Princeton	387.7	A-436	436.1	Big Pine	491.9
Naranja	389.4	Islamorada	440.1	Ramrod Key	495.8
Modello	391.5	Metacumbe	441.5	Cudjoe	499.9
Homestead	393.9	Indian Key	445.2	Privates Cove	502.9
Florida City	395.6	Lower Metacumbe	449.2	Perky	506.0
Glades	408.3	Craig	451.0	Key West	522.0

St. Augustine to Bunnell (Via Bunnell Cut-Off)

St. Augustine	0.0	Moultrie	6.4		
Moultrie Junction	0.3	Colfax	16.6		

Titusville to Benson Junction

Titusville	0.0	Aurantia	9.4	Kalamazoo....	27.0
Lagrange	2.1	Maytown	16.8	Osteen	29.5
Mims	4.3	Cow Creek	21.2	Benson Springs	36.3
Turnbull	7.5	Farnton	28.5	Benson Junction	40.1

East Palatka to San Mateo

East Palatka	0.0	Bailey's Spur	3.3		
San Mateo Junction	1.4	San Mateo	4.1		

East Palatka to Palatka

East Palatka	0.0	Palatka Station	2.7		
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Edgewater Junction to Lake Harbor

Edgewater Junction	0.0	Koloke	31.2	Illahaw	78.6
Chestonia	4.5	Chuluota	34.7	Nittaw	83.5
Creighton	8.5	Lake Pickett	38.2	Kenansville	88.8
Volco	9.8	Etthlo	41.0	Apoxsee	94.9
Maytown	16.4	Pocataw	45.9	Lokosee	98.6
Pennichaw	20.3	Wewahotee	50.3	Yeehaw	104.9
Osceola	23.1	Salofka	57.9	Osowaw	111.3
St. Johns River	23.3	Tohopkee	63.7	Fort Drum	117.5
Geneva	27.6	Holonaw	69.9	Hilolo	121.7

FLORIDA EAST COAST RAILWAY—Continued
Edgewater Junction to Lake Harbor—Continued

Efaw	126.5	Port Mayaca	163.0	Runyon	180.3
Opal	130.6	Sand Cut Siding	168.2	Belleglade-Chosen	183.6
Eglehof	135.0	Canal Point	172.7	Dahlberg	186.1
Okeechobee	137.9	Pelican Lake	175.0	South Bay	186.9
Upthegrove Siding	146.1	Cardwell	178.0	Lake Harbor	193.2

APALACHICOLA NORTHERN RAILROAD
River Junction to Port St. Joe

River Junction	0.0	Telogia	29.5	Fort Gadsden	62.5
Dolan	7.9	Causey	31.0	Buck's Still	66.6
Hardaway	8.5	Clio	31.7	Beverly	67.6
Greensboro	12.7	Adrem	33.0	Borrow Pit	69.6
Juniper	14.6	Trump	33.9	Draw Bridge	75.5
Guest	17.1	Liberty	34.2	Franklin	76.5
Sedalia	17.3	Deerhunt	37.7	Apalachicola	79.5
Elmira	18.9	Vilas	39.5	Wye	82.5
Eddy	19.0	South Vilas	40.2	Tilton	83.5
Millman	21.6	Central City	42.5	Odena	92.0
Lowrey	23.5	Criglar	48.0	Nulsen	95.0
Hosford	26.9	Sumatra	56.0	Niles	99.3
Evans	29.3	Coline	60.0	Port St. Joe	102.3

GEORGIA SOUTHERN AND FLORIDA RAILWAY
Palatka to Valdosta

Palatka	0.0	Theresa	32.5	Winfield	80.0
A. C. L. Junction	1.0	Hampton	36.4	Suwannee Valley	82.8
Woodburn	7.6	Sampson City	42.1	White Springs	86.3
Carraway	10.6	New River	46.8	Winn	89.7
Baywood	13.0	Lake Butler	53.1	Genoa	93.2
Florahome	16.9	Guilford	58.1	Jasper	103.8
Grandin	18.9	Lulu	63.7	Avoca	109.9
Putnam Hall	21.5	Jefferson	67.0	Jennings	115.3
Lake Geneva	26.1	Watertown	73.3	Melrose, Ga.	118.8
Brooklyn	28.2	Lake City	74.4	Valdosta, Ga.	134.4

Jacksonville to Macon

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	26.9	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.5	Moniac	38.7	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.5		
Crawford	17.7	Eddy	45.6		

LIVE OAK, PERRY & GULF RAILROAD

Live Oak	0.0	Day	22.0	Pershing	48.0
S. A. L. Crossing	1.0	Silo	25.0	Hampton Springs	49.0
Starr	6.5	27-Mile Post	27.0	Murat Junction	54.0
Mercer	8.5	Townsend	28.0	59-Mile Post	59.0
Newburn	10.0	Smith	33.0	Waylonzo	60.0
Lancaster	14.0	Fenholloway	38.0	Scanlan	64.0
Dowling Park	17.0	Blue Creek Junction	40.0	Buckhorn	65.0
Chancey	18.0	Perry	44.0	Mandalay	68.0
Mayo Junction	20.7	Springdale	47.0	Flint Rock	74.0

Mayo Branch

Mayo Junction	0.0	Peterson	7.8	Alton	14.3
Dell	4.8	Mayo	12.0		

ATLANTA & ST. ANDREWS BAY RAILWAY CO.

St. Andrews	0.00	Saunders	27.03	Welchton	58.80
Panama City	2.79	Sherman	30.05	Jacobs	60.92
Millville Junction	5.06	Fountain	31.19	Campbellton	64.73
Mill Bayou	9.46	Petts	34.51	State Line (Siding)	68.27
Bayou George	13.29	Econfina	37.00	Madrid	70.66
Majette	15.07	Compass Lake	39.55	Hodgesville	73.68
Galco	17.58	Round Lake	43.93	Keyton	75.90
Cairo	18.27	Alford	46.74	Memphis	78.25
Nixon	20.35	Steele City	48.55	Carmichael	80.24
Youngstown	23.33	Cottondale	53.78	Dothan	84.14

SOUTH GEORGIA RAILROAD

Ga.-Fla. State Line	0.00	Spray	10.14	Boyd	33.73
Lovett	1.49	Greenville	13.43	Perry	38.91
Marysland	3.67	Sirmans	22.01	Hampton Springs	44.41
Wilson's Crossing	6.11	Shady Grove	26.67		
Dennett	8.56	Lake Bird	29.29		

(Figures from I. C. C. Valuation Measurements.)

GEORGIA & FLORIDA RAILWAY

Madison	0.0	Pinetta	10.4	Valdosta, Ga.	28.0
Hanson	7.3	Olympia, Ga.	14.6		

GULF PORTS TERMINAL RAILWAY CO.

Pensacola	0.00	Millview Junction	6.29	Millview	7.29
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GULF PORTS TERMINAL RAILWAY CO.

Millview Junction	0.0	Klondyke	6.0	Muscogee	15.3
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MARIANNA & BLOUNTSTOWN RAILROAD

Marianna	0.0	Cox	13.5	Sharpston	35.0
Oak Dale	4.9	Altha	15.3	Gaskins Siding	40.0
Simsville	7.5	Blountstown	26.7	Scotts Ferry	42.0
Rock Creek	9.0	Old Blountstown	29.0		
Sink Creek	11.3	Flowers Still	31.0		

TRANS-FLORIDA CENTRAL R. R.

Sebastian	0.0	River Bridge	4.5	
Kitching	3.7	Fellsmere	9.9	

ALABAMA & WESTERN FLORIDA R. R.
Chipley to South Port

Chipley	0.0	Macom	16.0	Gothic	27.0
Washington	5.0	Tiller	19.0	Lake Meriel	30.0
Everett	8.5	Greenhead	20.5	Vicksburg	34.5
Wausau	11.0	Riverside	22.0	South Port	38.0

ST. LOUIS-SAN FRANCISCO RAILWAY CO.

Pensacola	0.0	Cantonment	17.9	Earnestsville	34.5
West Pensacola	3.7	Muscogee	21.8	McKinnonville	35.9
Goulding Spur	5.7	Gateswood Junction	25.2	Buck Eye	41.9
Roberts	13.8	Barrineau Park	28.6	Walnut Hill	43.5
Gonzales	15.1	Tenile	31.8	Pine Forest	47.3

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF ROAD	ASSETS										LIABILITIES									
	Investment in Road and Equipment	Improvements On Leased Property	Sinking Funds	Deposits in Lieu of Mortgaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total	
Alabama, Florida & Gulf Railroad	\$ 149,077.25	\$	\$	\$	\$	\$	\$	\$ 2,597.80	\$ 681.15	\$	\$ 152,356.20	\$ (1) 142,293.30	\$	\$ 9,062.81	\$	\$ 6,807.01	\$	\$ *5,806.92	\$ 152,356.20	
Alabama & Western Florida Railroad Co.	155,036.99							2,243.66			157,280.65	153,200.00		23,084.61		10,445.15		*29,449.11	157,280.65	
Apalachicola Northern Railroad Company	2,940,874.81				12.50		65,000.00	48,585.31		305.85	3,054,778.47	1,000,000.00	2,000,000.00	2,136,700.92	54,269.88	106,443.14	2,387.77	*2,245,023.24	3,054,778.47	
Apalachicola Northern Railroad								27,425.02		2,581.01	30,006.03			31,007.75		8,393.94		*9,395.66	30,006.03	
Atlanta & St. Andrews Bay Railway Co.	1,850,811.56				14,263.10	11,500.00	16,000.00	119,028.04		7,361.15	2,018,963.85	300,000.00	2,435,178.22	85,518.18		153,676.52	8,376.52	*963,785.59	2,018,963.85	
Atlantic Coast Line Railroad Co.	274,499,488.68	419,765.06	21,919.35	34,289.34	748,120.01	79,812,677.20	6,795,209.20	13,111,979.90	888,788.02	459,742.79	376,791,979.55	87,376,389.30	154,077,830.00	6,303,352.18	(a) 1,493,834.37	37,063,288.75	4,406,639.35	86,070,645.60	376,791,979.55	
Florida East Coast Railway Company	116,335,770.03	26,002.97		261,359.75	266,653.53	1,723,876.33	11,006.58	3,097,358.86	6,528,622.74	2,780,405.57	131,031,056.36	37,500,000.00	62,160,075.00	6,755,701.14	(b) 6,393,686.38	10,233,447.80	941,337.81	7,046,808.23	131,031,056.36	
Georgia & Florida Railroad	21,537,355.67	35,199.38		794.55	141,240.37	159,104.48	1.00	185,279.27	7,839.94	1,321,290.17	23,388,104.83	13,382,440.76	8,847,721.00	2,635,596.69		635,653.83	18,549.26	*2,131,856.71	23,388,104.83	
Georgia Southern & Florida Railway Co.	16,305,675.48	25,432.42			57,326.12	112,184.77	1.00	687,075.05	14,899.81	457,150.25	17,659,744.90	3,768,000.00	8,238,598.48	707,111.21	(c) 436,785.20	1,466,987.19	58,478.73	2,983,784.09	17,659,744.90	
Jacksonville, Gainesville & Gulf Railway	414,670.01				1.00			28,268.11	520.50	480.06	443,939.68	5,000.00	545,448.62	64,517.49		4,584.76	32.50	*175,643.69	443,939.68	
Jacksonville Terminal Company	4,689,526.15				100,876.30			387,232.58	75.00	2,508.32	5,180,218.35	375,200.00	4,030,000.00	470,284.32	684.27	49,407.78	30,079.86	224,562.12	5,180,218.35	
Live Oak, Perry & Gulf Railroad Company	1,331,613.26				176,196.53	3,058.65	1,500.00	48,143.72	4.01	3,666.31	1,564,182.48	600,000.00	540,000.00	12,080.59	(d) 7,040.67	970,075.40	164,737.20	*729,751.38	1,564,182.48	
Louisville & Nashville Railroad Co.	459,522,928.35	2,388,943.95	391,345.07	10,220.91	2,512,019.77	26,647,390.94	7,125,850.19	28,945,207.33	6,914,589.18	1,042,390.70	535,500,886.39	117,012,116.76	236,532,674.93	8,705,735.76	(e) 2,561,825.27	82,804,305.66	3,407,416.48	84,476,811.53	535,500,886.39	
Port St. Joe Dock & Terminal Railway Co.	1,117,543.92				131,757.96		433.34	4,467.21		42.61	1,254,245.04	100,000.00	1,106,000.00	316,113.75		877.25		*268,745.96	1,254,245.04	
St. Johns River Terminal Company	2,175,053.58				2,566.40	3,241.47		196,886.36	652.25	757.88	2,379,157.94	100,000.00	2,028,641.88	58,371.62	(f) 4,134.06	75,520.71	55,376.44	57,113.23	2,379,157.94	
St. Louis-San Francisco Railway Co.	421,649,579.91			6,926.52	234,535.41	33,211,317.72	11,629,099.71	8,596,987.09	217,461.94	1,925,087.99	477,470,996.29	114,701,526.00	289,125,766.57	24,368,239.00	154,224.84	43,369,244.56	1,057,545.47	4,694,449.85	477,470,996.29	
Seaboard Air Line Railway Company	238,597,268.85	595,590.61		104,890.99	3,560,978.53	29,617,972.86	4,228,750.44	11,765,086.47	206,167.31	1,356,315.25	290,033,021.31	85,110,662.21	169,484,577.17	36,452,133.76	(g) 766,348.24	19,073,045.89	824,533.42	*21,678,279.38	290,033,021.31	
Tampa Northern Railroad Company	2,504,521.35					11,446.07		252,352.93	1,201.93	29,826.50	2,799,348.78	750,000.00	2,976,932.96	114,191.45	94,350.00	24,026.37	47,091.32	*1,207,243.32	2,799,348.78	
Tampa Union Station Company	282,855.50							8,826.03	3.00	3,326.29	295,010.82	30,000.00	251,269.95	9,185.44		*11.25		4,566.68	295,010.82	
Tavares & Gulf Railroad Company	755,294.42				7,046.48	847.01		63,861.73	1,672.10	1,276.99	829,998.73	250,000.00	500,294.85	39,492.75		15,045.90	3,487.60	21,677.63	829,998.73	
The Marianna & Blountstown R. R. Co.	245,525.70					1,500.00		5,074.76		49,471.95	301,572.41	120,000.00	251,260.00	3,121.34		33,052.37	1,126.93	*106,988.23	301,572.41	
The South Georgia Railway Company	634,165.54				27,317.20		34,908.30	20,584.24	2,814.69	931.44	720,721.41	686,000.00	179.56	3,329.72		80,939.75	3,968.30	*53,695.92	720,721.41	
Trans Florida Central Railroad Company	102,679.15							589.81			103,268.96	120,162.84		1,634.63		4,391.88		*22,920.39	103,268.96	
Total	\$1,567,797,316.16	\$3,490,934.39	\$413,264.42	\$418,482.06	\$7,980,911.21	\$171,316,117.50	\$29,907,759.76	\$67,605,141.28	\$14,785,993.57	\$9,444,919.08	\$1,873,160,839.43	\$463,582,991.17	\$945,132,449.19	\$89,305,567.11	\$ 11,967,183.18	\$196,189,650.36	\$11,031,164.96	\$155,951,833.46	\$1,873,160,839.43	

*Indicates debit item or deficit.

Receiver for Apalachicola Northern Railroad took over only cash and material and supplies, did not take over any fixed assets.

- (a) Includes \$74,784.00 grants in aid of construction.
 (b) Includes 30,133.06 grants in aid of construction.
 (c) Includes 100.00 grants in aid of construction.
 (d) Includes 52.67 grants in aid of construction.
 (e) Includes 37,898.87 grants in aid of construction.
 (f) Includes 464.13 grants in aid of construction.
 (g) Includes 13,888.80 grants in aid of construction.
 (1) Investment in Road by The Dothan National Bank, Owner, operated under receivership.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF ROAD	ASSETS										LIABILITIES									
	Investment in Road and Equipment	Improvements On Leased Property	Sinking Funds	Deposits in Lieu of Mortgaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total	
Alabama, Florida & Gulf Railroad	\$ 149,077.25	\$	\$	\$	\$	\$	\$	\$ 2,597.80	\$ 681.15	\$	\$ 152,356.20	\$ (1) 142,293.30	\$	\$ 9,062.81	\$	\$ 6,807.01	\$	\$ *5,806.92	\$ 152,356.20	
Alabama & Western Florida Railroad Co.	155,036.99							2,243.66			157,280.65	153,200.00		23,084.61		10,445.15		*29,449.11	157,280.65	
Apalachicola Northern Railroad Company	2,940,874.81				12.50		65,000.00	48,585.31		305.85	3,054,778.47	1,000,000.00	2,000,000.00	2,136,700.92	54,269.88	106,443.14	2,387.77	*2,245,023.24	3,054,778.47	
Apalachicola Northern Railroad								27,425.02		2,581.01	30,006.03			31,007.75		8,393.94		*9,395.66	30,006.03	
Atlanta & St. Andrews Bay Railway Co.	1,850,811.56				14,263.10	11,500.00	16,000.00	119,028.04		7,361.15	2,018,963.85	300,000.00	2,435,178.22	85,518.18		153,676.52	8,376.52	*963,785.59	2,018,963.85	
Atlantic Coast Line Railroad Co.	274,499,488.68	419,765.06	21,919.35	34,289.34	748,120.01	79,812,677.20	6,795,209.20	13,111,979.90	888,788.02	459,742.79	376,791,979.55	87,376,389.30	154,077,830.00	6,303,352.18	(a) 1,493,834.37	37,063,288.75	4,406,639.35	86,070,645.60	376,791,979.55	
Florida East Coast Railway Company	116,335,770.03	26,002.97		261,359.75	266,653.53	1,723,876.33	11,006.58	3,097,358.86	6,528,622.74	2,780,405.57	131,031,056.36	37,500,000.00	62,160,075.00	6,755,701.14	(b) 6,393,686.38	10,233,447.80	941,337.81	7,046,808.23	131,031,056.36	
Georgia & Florida Railroad	21,537,355.67	35,199.38		794.55	141,240.37	159,104.48	1.00	185,279.27	7,839.94	1,321,290.17	23,388,104.83	13,382,440.76	8,847,721.00	2,635,596.69		635,653.83	18,549.26	*2,131,856.71	23,388,104.83	
Georgia Southern & Florida Railway Co.	16,305,675.48	25,432.42			57,326.12	112,184.77	1.00	687,075.05	14,899.81	457,150.25	17,659,744.90	3,768,000.00	8,238,598.48	707,111.21	(c) 436,785.20	1,466,987.19	58,478.73	2,983,784.09	17,659,744.90	
Jacksonville, Gainesville & Gulf Railway	414,670.01				1.00			28,268.11	520.50	480.06	443,939.68	5,000.00	545,448.62	64,517.49		4,584.76	32.50	*175,643.69	443,939.68	
Jacksonville Terminal Company	4,689,526.15				100,876.30			387,232.58	75.00	2,508.32	5,180,218.35	375,200.00	4,030,000.00	470,284.32		684.27	49,407.78	30,079.86	224,562.12	5,180,218.35
Live Oak, Perry & Gulf Railroad Company	1,331,613.26				176,196.53	3,058.65	1,500.00	48,143.72	4.01	3,666.31	1,564,182.48	600,000.00	540,000.00	12,080.59	(d) 7,040.67	970,075.40	164,737.20	*729,751.38	1,564,182.48	
Louisville & Nashville Railroad Co.	459,522,928.35	2,388,943.95	391,345.07	10,220.91	2,512,019.77	26,647,390.94	7,125,850.19	28,945,207.33	6,914,589.18	1,042,390.70	535,500,886.39	117,012,116.76	236,532,674.93	8,705,735.76	(e) 2,561,825.27	82,804,305.66	3,407,416.48	84,476,811.53	535,500,886.39	
Port St. Joe Dock & Terminal Railway Co.	1,117,543.92				131,757.96		433.34	4,467.21		42.61	1,254,245.04	100,000.00	1,106,000.00	316,113.75		877.25		*268,745.96	1,254,245.04	
St. Johns River Terminal Company	2,175,053.58				2,566.40	3,241.47		196,886.36	652.25	757.88	2,379,157.94	100,000.00	2,028,641.88	58,371.62	(f) 4,134.06	75,520.71	55,376.44	57,113.23	2,379,157.94	
St. Louis-San Francisco Railway Co.	421,649,579.91			6,926.52	234,535.41	33,211,317.72	11,629,099.71	8,596,987.09	217,461.94	1,925,087.99	477,470,996.29	114,701,526.00	289,125,766.57	24,368,239.00		154,224.84	43,369,244.56	1,057,545.47	4,694,449.85	477,470,996.29
Seaboard Air Line Railway Company	238,597,268.85	595,590.61		104,890.99	3,560,978.53	29,617,972.86	4,228,750.44	11,765,086.47	206,167.31	1,356,315.25	290,033,021.31	85,110,662.21	169,484,577.17	36,452,133.76	(g) 766,348.24	19,073,045.89	824,533.42	*21,678,279.38	290,033,021.31	
Tampa Northern Railroad Company	2,504,521.35					11,446.07		252,352.93	1,201.93	29,826.50	2,799,348.78	750,000.00	2,976,932.96	114,191.45		24,026.37	47,091.32	*1,207,243.32	2,799,348.78	
Tampa Union Station Company	282,855.50							8,826.03	3.00	3,326.29	295,010.82	30,000.00	251,269.95	9,185.44		*11.25		4,566.68	295,010.82	
Tavares & Gulf Railroad Company	755,294.42				7,046.48	847.01		63,861.73	1,672.10	1,276.99	829,998.73	250,000.00	500,294.85	39,492.75		15,045.90	3,487.60	21,677.63	829,998.73	
The Marianna & Blountstown R. R. Co.	245,525.70					1,500.00		5,074.76		49,471.95	301,572.41	120,000.00	251,260.00	3,121.34		33,052.37	1,126.93	*106,988.23	301,572.41	
The South Georgia Railway Company	634,165.54				27,317.20		34,908.30	20,584.24	2,814.69	931.44	720,721.41	686,000.00	179.56	3,329.72		80,939.75	3,968.30	*53,695.92	720,721.41	
Trans Florida Central Railroad Company	102,679.15							589.81			103,268.96	120,162.84		1,634.63		4,391.88		*22,920.39	103,268.96	
Total	\$1,567,797,316.16	\$3,490,934.39	\$413,264.42	\$418,482.06	\$7,980,911.21	\$171,316,117.50	\$29,907,759.76	\$67,605,141.28	\$14,785,993.57	\$9,444,919.08	\$1,873,160,839.43	\$463,582,991.17	\$945,132,449.19	\$89,305,567.11	\$ 11,967,183.18	\$196,189,650.36	\$11,031,164.96	\$155,951,833.46	\$1,873,160,839.43	

*Indicates debit item or deficit.

Receiver for Apalachicola Northern Railroad took over only cash and material and supplies, did not take over any fixed assets.

(a) Includes \$74,784.00 grants in aid of construction.

(b) Includes 30,133.06 grants in aid of construction.

(c) Includes 100.00 grants in aid of construction.

(d) Includes 52.67 grants in aid of construction.

(e) Includes 37,898.87 grants in aid of construction.

(f) Includes 464.13 grants in aid of construction.

(g) Includes 13,888.80 grants in aid of construction.

(1) Investment in Road by The Dothan National Bank, Owner, operated under receivership.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF ROAD	ASSETS											Stock
	Investment in Road and Equipment	Improvements On Leased Property	Sinking Funds	Deposits in Lieu of Mort- gaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	
Alabama, Florida & Gulf Railroad	\$ 149,077.25	\$	\$	\$	\$	\$	\$	\$ 2,597.80	\$ 681.15	\$	\$ 152,356.20	\$(1) 142.29
Alabama & Western Florida Railroad Co.	155,036.99	.....	.....	.....	.....	.....	.....	2,243.66	.....	.....	157,280.65	153.20
Apalachicola Northern Railroad Company	2,940,874.81	.....	.....	.....	12.50	.....	65,000.00	48,585.31	.....	305.85	3,054,778.47	1,000.00
Apalachicola Northern Railroad .....	.....	.....	.....	.....	.....	.....	.....	27,425.02	.....	2,581.01	30,006.03	.....
Atlanta & St. Andrews Bay Railway Co.	1,850,811.56	.....	.....	.....	14,263.10	11,500.00	16,000.00	119,028.04	.....	7,361.15	2,018,963.85	300.00
Atlantic Coast Line Railroad Co.	274,499,488.68	419,765.06	21,919.35	34,289.34	748,120.01	79,812,677.20	6,795,209.20	13,111,979.90	888,788.02	459,742.79	376,791,979.55	87,376.38
Florida East Coast Railway Company	116,335,770.03	26,002.97	.....	261,359.75	266,653.53	1,723,876.33	11,006.58	3,097,358.86	6,528,622.74	2,780,405.57	131,031,056.36	37,500.00
Georgia & Florida Railroad	21,537,355.67	35,199.38	.....	794.55	141,240.37	159,104.48	1.00	185,279.27	7,839.94	1,321,290.17	23,388,104.83	13,382.44
Georgia Southern & Florida Railway Co.	16,305,675.48	25,432.42	.....	.....	57,326.12	112,184.77	1.00	687,075.05	14,899.81	457,150.25	17,659,744.90	3,768.00
Jacksonville, Gainesville & Gulf Railway	414,670.01	.....	.....	.....	1.00	.....	.....	28,268.11	520.50	480.06	443,939.68	5.00
Jacksonville Terminal Company	4,689,526.15	.....	.....	.....	100,876.30	.....	.....	387,232.58	75.00	2,508.32	5,180,218.35	375.20
Live Oak, Perry & Gulf Railroad Company	1,331,613.26	.....	.....	.....	176,196.53	3,058.65	1,500.00	48,143.72	4.01	3,666.31	1,564,182.48	600.00
Louisville & Nashville Railroad Co.	459,522,928.35	2,388,943.95	391,345.07	10,220.91	2,512,019.77	26,647,390.94	7,125,850.19	28,945,207.33	6,914,589.18	1,042,390.70	535,500,886.39	117,012.11
Port St. Joe Dock & Terminal Railway Co.	1,117,543.92	.....	.....	.....	131,757.96	.....	433.34	4,467.21	.....	42.61	1,254,245.04	100.00
St. Johns River Terminal Company	2,175,053.58	.....	.....	.....	2,566.40	3,241.47	.....	196,886.36	652.25	757.88	2,379,157.94	100.00
St. Louis-San Francisco Railway Co.	421,649,579.91	.....	.....	6,926.52	234,535.41	33,211,317.72	11,629,099.71	8,596,987.09	217,461.94	1,925,087.99	477,470,996.29	114,701.52
Seaboard Air Line Railway Company	238,597,268.85	595,590.61	.....	104,890.99	3,560,978.53	29,617,972.86	4,228,750.44	11,765,086.47	206,167.31	1,356,315.25	290,033,021.31	85,110.60
Tampa Northern Railroad Company	2,504,521.35	.....	.....	.....	.....	11,446.07	.....	252,352.93	1,201.93	29,826.50	2,799,348.78	750.00
Tampa Union Station Company	232,855.50	.....	.....	.....	.....	.....	.....	8,826.03	3.00	3,326.29	295,010.82	30.00
Tavares & Gulf Railroad Company	755,294.42	.....	.....	.....	7,046.48	847.01	.....	63,861.73	1,672.10	1,276.99	829,998.73	250.00
The Marianna & Blountstown R. R. Co.	245,525.70	.....	.....	.....	.....	1,500.00	.....	5,074.76	.....	49,471.95	301,572.41	120.00
The South Georgia Railway Company	634,165.54	.....	.....	.....	27,317.20	.....	34,908.30	20,584.24	2,814.69	931.44	720,721.41	686.00
Trans Florida Central Railroad Company	102,679.15	.....	.....	.....	.....	.....	.....	589.81	.....	.....	103,268.96	120.10
Total	\$1,567,797,316.16	\$3,490,934.39	\$413,264.42	\$418,482.06	\$7,980,911.21	\$171,316,117.50	\$29,907,759.76	\$67,605,141.28	\$14,785,993.57	\$9,444,919.08	\$1,873,160,839.43	\$463,582.90

*Indicates debit item or deficit.

Receiver for Apalachicola Northern Railroad took over only cash and material and supplies, did not take over any fixed assets.

- (a) Includes \$74,784.00 grants in aid of construction.
- (b) Includes 30,133.06 grants in aid of construction.
- (c) Includes 100.00 grants in aid of construction.
- (d) Includes 52.67 grants in aid of construction.
- (e) Includes 37,898.87 grants in aid of construction.
- (f) Includes 464.13 grants in aid of construction.
- (g) Includes 13,888.80 grants in aid of construction.
- (1) Investment in Road by The Dothan National Bank, Owner, operated under receivership.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE

ASSETS						LIABILITIES							
Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total
	\$	\$ 2,597.80	\$ 681.15	\$	\$ 152,356.20	\$(1) 142,293.80	\$	\$ 9,062.81		\$ 6,807.01		\$ *5,806.92	\$ 152,356.20
		2,243.66			157,280.65	153,200.00		23,084.61		10,445.15		*29,449.11	157,280.65
	65,000.00	48,585.31		305.85	3,054,778.47	1,000,000.00	2,000,000.00	2,136,700.92	54,269.88	106,443.14	2,387.77	*2,245,023.24	3,054,778.47
		27,425.02		2,581.01	30,006.03			31,007.75		8,393.94		*9,395.66	30,006.03
11,500.00	16,000.00	119,028.04		7,361.15	2,018,963.85	300,000.00	2,435,178.22	85,518.18		153,676.52	8,376.52	*963,785.59	2,018,963.85
79,812,677.20	6,795,209.20	13,111,979.90	888,788.02	459,742.79	376,791,979.55	87,376,389.30	154,077,830.00	6,303,352.18	(a) 1,493,834.37	37,063,288.75	4,406,639.35	86,070,645.60	376,791,979.55
1,723,876.33	11,006.58	3,097,358.86	6,528,622.74	2,780,405.57	131,031,056.36	37,500,000.00	62,160,075.00	6,755,701.14	(b) 6,393,686.38	10,233,447.80	941,337.81	7,046,808.23	131,031,056.36
159,104.48	1.00	185,279.27	7,839.94	1,321,290.17	23,388,104.83	13,382,440.76	8,847,721.00	2,635,596.69		635,653.83	18,549.26	*2,131,856.71	23,388,104.83
112,184.77	1.00	687,075.05	14,899.81	457,150.25	17,659,744.90	3,768,000.00	8,238,598.48	707,111.21	(c) 436,785.20	1,466,987.19	58,478.73	2,983,784.09	17,659,744.90
		28,268.11	520.50	480.06	443,939.68	5,000.00	545,448.62	64,517.49		4,584.76	32.50	*175,643.69	443,939.68
		387,232.58	75.00	2,508.32	5,180,218.35	375,200.00	4,030,000.00	470,284.32		49,407.78	30,079.86	224,562.12	5,180,218.35
3,058.65	1,500.00	48,143.72	4.01	3,666.31	1,564,182.48	600,000.00	540,000.00	12,080.59	(d) 7,040.67	970,075.40	164,737.20	*729,751.38	1,564,182.48
26,647,390.94	7,125,850.19	28,945,207.33	6,914,589.18	1,042,390.70	535,500,886.39	117,012,116.76	236,532,674.93	8,705,735.76	(e) 2,561,825.27	82,804,305.66	3,407,416.48	84,476,811.53	535,500,886.39
	433.34	4,467.21		42.61	1,254,245.04	100,000.00	1,106,000.00	316,113.75		877.25		*268,745.96	1,254,245.04
3,241.47		196,886.36	652.25	757.88	2,379,157.94	100,000.00	2,028,641.88	58,371.62	(f) 4,134.06	75,520.71	55,376.44	57,113.23	2,379,157.94
33,211,317.72	11,629,099.71	8,596,987.09	217,461.94	1,925,087.99	477,470,996.29	114,701,526.00	289,125,766.57	24,368,239.00		43,369,244.56	1,057,545.47	4,694,449.85	477,470,996.29
29,617,972.86	4,228,750.44	11,765,086.47	206,167.31	1,356,315.25	290,033,021.31	85,110,662.21	169,484,577.17	36,452,133.76	(g) 766,348.24	19,073,045.89	824,533.42	*21,678,279.38	290,033,021.31
11,446.07		252,352.93	1,201.93	29,826.50	2,799,348.78	750,000.00	2,976,932.96	114,191.45		24,026.37	47,091.32	*1,207,243.32	2,799,348.78
		8,826.03	3.00	3,326.29	295,010.82	30,000.00	251,269.95	9,185.44		*11.25		4,566.68	295,010.82
847.01		63,861.73	1,672.10	1,276.99	829,998.73	250,000.00	500,294.85	39,492.75		15,045.90	3,487.60	21,677.63	829,998.73
1,500.00		5,074.76		49,471.95	301,572.41	120,000.00	251,260.00	3,121.34		33,052.37	1,126.93	*106,988.23	301,572.41
	34,908.30	20,584.24	2,814.69	931.44	720,721.41	686,000.00	179.56	3,329.72		80,939.75	3,968.30	*53,695.92	720,721.41
		589.81			103,268.96	120,162.84		1,634.63		4,391.88		*22,920.39	103,268.96
171,316,117.50	\$29,907,759.76	\$67,605,141.28	\$14,785,993.57	\$9,444,919.08	\$1,873,160,839.43	\$463,582,991.17	\$945,132,449.19	\$89,305,567.11	\$ 11,967,183.18	\$196,189,650.36	\$11,031,164.96	\$155,951,833.46	\$1,873,160,839.43

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STATISTICS

Railroad Companies

Toll Bridge Companies

Express Companies

Sleeping Car Companies

Electric Railways

Boat Line Companies

Telegraph-Cable Companies

Telephone Companies

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
PROFIT AND LOSS ACCOUNT—ENTIRE LINE

NAME OF ROAD	Balance at Beginning of Year	Railway Oper- ating Income Current Year	Net Miscellan- eous Debits or Credits to Railway Income	Current Balance to Profit and Loss Account	Miscellaneous Debits or Credits to P. & L. Account	Balance at Close of Year 1932
Alabama, Florida & Gulf Railroad	\$ *6,247.56	\$ 3,052.44	\$ *2,611.80	\$ 440.64	\$	\$ *5,806.92
Alabama & Western Florida Railroad Co.	*21,040.56	*2,443.05	*5,965.50	*8,405.55		*29,449.11
Apalachicola Northern Railroad Company	*2,184,772.43	*16,259.99	*44,028.48	*60,288.47	37.66	*2,245,023.24
Apalachicola Northern Railroad		*7,113.38	*2,282.28	*9,395.66		*9,395.66
Atlanta & St. Andrews Bay Railway Co.	*903,686.26	85,032.07	*121,802.44	*36,770.37	*23,328.96	*963,785.59
Atlantic Coast Line Railroad Co.	93,470,328.56	1,009,087.74	*7,724,006.11	*6,714,918.37	*684,764.59	86,070,645.60
Florida East Coast Railway Company	10,670,811.09	153,043.86	*3,469,674.08	*3,316,630.22	*307,372.64	*7,046,808.23
Georgia & Florida Railroad	*1,331,536.82	*188,422.20	*586,090.08	*774,512.28	*25,807.61	*2,131,856.71
Georgia Southern & Florida Railway Co.	3,100,867.01	127,798.39	*237,064.67	*109,266.28	*7,816.64	2,982,784.09
Jacksonville, Gainesville & Gulf Railway	*154,981.77	15,575.81	*34,522.89	*18,947.08	*1,714.84	*175,643.69
Jacksonville Terminal Company	224,526.47	*49,097.30	49,132.95	35.65		224,562.12
Live Oak, Perry & Gulf Railroad Company	*685,112.01	265.49	*25,536.51	*25,271.02	*19,368.35	*729,751.38
Louisville & Nashville Railroad Co.	87,622,130.58	7,775,484.47	*9,884,359.76	*2,108,875.29	*1,036,443.76	84,476,811.63
Port St. Joe Dock & Terminal Railway Co.	*254,149.84	*1,303.89	*13,292.23	*14,596.12		*268,745.96
St. Johns River Terminal Company	17,759.43	63,997.57	*24,508.81	39,488.76	*134.96	57,113.23
St. Louis-San Francisco Railway Co.	16,015,473.37	4,573,461.83	*13,553,694.43	*8,980,232.60	*2,340,790.92	4,694,449.85
Seaboard Air Line Railway Company	*8,159,086.29	1,010,307.13	*10,538,485.66	*9,528,178.53	*3,991,014.56	*21,678,279.38
Tampa Northern Railroad Company	*1,211,864.95	*9,234.01	13,694.09	4,460.08	161.55	*1,207,243.32
Tampa Union Station Company	3,489.42	*6,425.74	7,625.74	1,200.00	*122.74	4,566.68
Tavares & Gulf Railroad Company	11,244.31	41,229.93	*30,575.73	10,654.20	*220.88	21,677.63
The Marianna & Blountstown R. R. Co.	*90,642.88	*629.99	*15,715.36	*16,345.35		*106,988.23
The South Georgia Railway Company	*38,965.34	20,932.57	*22,867.55	*1,934.98	*12,795.60	*53,695.92
Trans Florida Central Railroad Company	*21,299.21	*186.18	*990.00	*1,176.18	*445.00	*22,920.39
Total	\$196,073,244.32	\$14,598,153.57	\$*46,267,621.59	\$*31,669,468.02	\$*8,451,942.84	\$155,951,833.46

*Indicates debit item or deficit.

Receiver for the Apalachicola Northern Railroad took over only cash and material and supplies, did not take over any fixed assets.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
INCOME ACCOUNT—ENTIRE LINE

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Uncollect- able Rail- way Revenues	Other Income Debits and Credits	Net Revenue Carried to P. & L. Account
Alabama, Florida & Gulf Railroad	\$ 12,378.28	\$ 8,605.92	\$ 3,772.36	\$ 719.92	\$	\$ *2,611.80	\$ 440.64
Alabama & Western Florida Railroad Co.	31,993.35	32,230.73	* 237.38	2,205.67		*5,965.50	*8,408.55
Apalachicola Northern Railroad Company	34,086.26	46,392.12	*12,305.86	3,383.69	570.44	*44,028.48	*60,288.47
Apalachicola Northern Railroad	51,022.74	52,608.20	*1,585.46	5,527.92		*2,282.28	*9,395.66
Atlanta & St. Andrews Bay Railway Co.	313,675.12	212,049.20	101,625.92	16,465.79	128.06	*121,802.44	*36,770.37
Atlantic Coast Line Railroad Co.	37,268,563.65	32,270,877.01	4,997,686.64	3,975,000.00	13,598.90	*7,724,006.11	*6,714,918.37
Florida East Coast Railway Company	6,720,793.56	5,701,050.66	1,019,742.90	866,626.35	72.69	*3,469,674.08	*3,316,630.22
Georgia & Florida Railroad	818,829.15	962,479.35	*143,650.20	44,706.08	65.92	*586,090.08	*774,512.28
Georgia Southern & Florida Railway Co.	1,876,618.26	1,574,239.00	302,379.26	174,289.19	291.68	*237,064.67	*109,266.28
Jacksonville, Gainesville & Gulf Railway	58,344.91	41,610.74	16,734.17	1,153.88	4.48	*34,522.89	*18,947.08
Jacksonville Terminal Company				49,097.30		49,132.95	35.65
Live Oak, Perry & Gulf Railroad Company	129,657.11	122,945.06	6,712.05	6,249.13	197.43	*25,536.51	*25,271.02
Louisville & Nashville Railroad Co.	63,920,024.02	51,614,492.09	12,305,531.93	4,508,867.28	21,180.18	*9,884,359.76	*2,108,875.29
Port St. Joe Dock & Terminal Railway Co.		1,100.54	*1,100.54	203.35		*13,292.23	*14,596.12
St. Johns River Terminal Company	325,895.94	227,735.54	98,160.40	34,162.83		*24,508.81	39,488.76
St. Louis-San Francisco Railway Co.	40,712,214.55	32,461,520.83	8,250,693.72	3,664,768.24	12,463.65	*13,553,694.43	*8,980,232.60
Seaboard Air Line Railway Company	30,740,335.23	27,386,853.95	3,353,481.28	2,332,615.03	10,559.12	*10,538,485.66	*9,528,178.53
Tampa Northern Railroad Company	51,282.99	28,750.84	22,532.15	31,766.16		13,694.09	4,460.08
Tampa Union Station Company				6,425.74		7,625.74	1,200.00
Tavares & Gulf Railroad Company	106,208.17	62,677.20	43,530.97	2,295.04	6.00	*30,575.73	10,654.20
The Marianna & Blountstown R. R. Co.	30,181.42	27,362.73	2,818.69	3,448.68		*15,715.36	*16,345.35
The South Georgia Railway Company	109,365.37	80,493.15	28,872.22	7,939.65		*22,867.55	*1,934.98
Trans Florida Central Railroad Company	6,260.23	8,213.93	*1,953.70	*1,767.52		*990.00	*1,176.18
Total	\$183,317,730.31	\$152,924,288.79	\$30,393,441.52	\$15,736,149.40	\$59,138.55	\$*46,267,621.59	\$*31,669,468.02

*Indicates debit item or deficit.

Receiver for the Apalachicola Northern Railroad took over only cash and material and supplies, did not take over any fixed assets.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
OPERATING REVENUES—ENTIRE LINE

NAME OF ROAD	Freight	Passenger	Excess Baggage	Mail	Express	Switching	All Other	Total Revenue
Alabama, Florida & Gulf Railroad	\$ 9,055.96	\$ 20.90	\$ —	\$ 3,241.22	\$ —	\$ —	\$ 60.20	\$ 12,378.28
Alabama & Western Florida Railroad Co.	27,247.45	88.90	—	4,275.00	—	346.00	36.00	31,993.35
Apalachicola Northern Railroad Co.	21,018.01	1,269.63	30.54	7,490.98	3,495.72	—	781.38	34,086.26
Apalachicola Northern Railroad	35,617.17	1,513.22	4.07	10,763.45	2,070.05	—	1,054.78	51,022.74
Atlanta & St. Andrews Bay Railway Co.	284,578.19	3,911.11	15.04	14,958.12	6,381.65	2,025.95	1,805.06	313,875.12
Atlantic Coast Line Railroad Co.	28,669,066.06	4,622,456.56	38,765.22	1,532,563.64	1,135,375.24	221,799.87	1,048,537.06	37,268,563.65
Florida East Coast Railway Company	4,259,595.63	1,545,508.37	17,050.16	314,794.78	254,136.18	23,903.72	305,804.72	6,720,793.56
Georgia & Florida Railroad	743,245.87	18,839.58	21.19	35,715.64	4,283.02	—	14,517.22	818,829.15
Georgia Southern & Florida Railway Co.	1,425,831.65	257,571.05	546.85	130,728.56	23,155.47	2,112.95	36,671.73	1,876,618.26
Jacksonville, Gainesville & Gulf Railway	34,660.21	.25	—	—	332.67	23,244.71	107.07	58,344.91
Jacksonville Terminal Company	(1)	—	—	—	—	—	—	—
Live Oak, Perry & Gulf Railroad Co.	116,934.52	1,313.89	5.78	8,658.37	695.97	447.54	1,601.04	129,657.11
Louisville & Nashville Railroad Co.	53,567,885.63	5,176,918.01	38,415.30	2,060,155.22	1,191,565.17	620,161.55	1,264,923.14	63,920,024.02
Port St. Joe Dock & Terminal Ry. Co.	(1)	—	—	—	—	—	—	—
St. Johns River Terminal Company	—	—	—	—	—	323,959.08	1,936.86	325,895.94
St. Louis-San Francisco Railway Co.	33,994,747.75	3,122,097.89	18,787.36	1,393,963.03	665,321.37	872,599.33	644,697.82	40,712,214.55
Seaboard Air Line Railway Company	24,936,535.85	2,748,288.40	18,776.57	1,056,547.08	1,034,344.49	221,231.07	724,611.77	30,740,335.23
Tampa Northern Railroad Company	—	—	—	—	—	51,282.99	—	51,282.99
Tampa Union Station Company	(1)	—	—	—	—	—	—	—
Tavares & Gulf Railroad Company	102,840.68	9.05	—	2,224.14	545.45	341.16	247.69	106,208.17
The Marianna & Blountstown R. R. Co.	27,112.11	—	—	3,037.50	—	—	31.81	30,181.42
The South Georgia Railway Company	92,228.12	2,004.33	.93	12,951.88	226.08	392.05	1,561.98	109,365.37
Trans Florida Central Railroad Co.	3,960.05	23.46	—	1,291.95	—	5.00	979.77	6,260.23
Total	\$148,352,160.91	\$17,501,834.60	\$132,419.01	\$6,593,360.56	\$4,321,928.53	\$2,366,059.60	\$4,049,967.10	\$183,317,730.31

Receiver for the Apalachicola Northern Railroad took over only cash and material and supplies, did not take over any fixed assets.
 (1) Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
OPERATING EXPENSES—ENTIRE LINE

NAME OF ROAD	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transporta- tion Expenses	Miscellaneous Operations	General Expenses	Transporta- tion for Investment Credit	Total Operating Expenses
Alabama, Florida & Gulf Railroad	\$ 2,564.08	\$ 857.42	\$ 746.48	\$ 3,658.81	\$	\$ 779.13	\$	\$ 8,605.92
Alabama & Western Florida Railroad Co.	7,862.34	5,618.40	1,460.22	13,898.18		3,391.59		32,230.73
Apalachicola Northern Railroad Co.	10,889.22	7,646.07	2,718.21	17,925.64	748.99	6,463.99		46,392.12
Apalachicola Northern Railroad	14,760.41	9,554.20	1,775.15	22,570.20		3,948.24		52,608.20
Atlanta & St. Andrews Bay Railway Co.	59,042.28	34,730.53	15,307.11	80,115.32		22,853.96		212,049.20
Atlantic Coast Line Railroad Co.	5,809,112.67	8,205,503.56	1,497,698.23	14,795,163.20	295,503.72	1,672,264.73	4,369.10	32,270,877.01
Florida East Coast Railway Company	1,301,741.50	1,612,032.88	257,075.76	1,987,903.37	79,162.52	473,975.63	10,841.00	5,701,050.66
Georgia & Florida Railroad	218,620.23	182,972.06	101,209.86	382,270.73	2,220.22	75,719.91	533.66	962,479.35
Georgia Southern & Florida Railway Co.	348,630.64	493,571.58	21,235.31	653,112.11	30,596.88	28,154.53	1,062.05	1,574,239.00
Jacksonville, Gainesville & Gulf Railway	12,594.06	6,281.77	864.19	16,652.92		5,217.80		41,610.74
Jacksonville Terminal Company	(1)							
Live Oak, Perry & Gulf Railroad Co.	58,975.95	16,953.00	4,044.90	27,548.08		15,423.13		122,945.06
Louisville & Nashville Railroad Co.	8,721,927.88	13,283,719.48	2,057,602.47	23,782,560.23	403,281.00	3,416,706.66	51,305.63	51,614,492.09
Port St. Joe Dock & Terminal Ry. Co.	609.04			30.00		461.50		1,100.54
St. Johns River Terminal Company	43,140.23	22,651.65		157,663.32		4,280.34		227,735.54
St. Louis-San Francisco Railway Co.	5,584,211.71	9,116,007.51	1,174,175.02	14,456,139.18	221,211.24	1,964,826.93	55,050.76	32,461,520.83
Seaboard Air Line Railway Company	5,136,818.29	6,788,509.12	1,656,858.56	11,814,509.89	371,999.71	1,696,157.45	77,999.07	27,386,853.95
Tampa Northern Railroad Company	10,205.86	35.80	379.91	15,030.69		3,098.58		28,750.84
Tampa Union Station Company	(1)							
Tavares & Gulf Railroad Company	12,526.40	9,551.09	2,019.63	31,528.22		7,373.96	322.10	62,677.20
The Marianna & Blountstown R. R. Co.	7,340.43	3,821.87	2,288.58	10,715.26		3,196.59		27,362.73
The South Georgia Railway Company	25,744.20	19,116.26	2,973.61	23,424.55		9,234.53		80,493.15
Trans Florida Central Railroad Co.	884.20	4,863.34		1,524.84		941.55		8,213.93
Total	\$27,388,201.62	\$39,823,997.59	\$6,800,433.20	\$68,293,944.74	\$1,404,724.28	\$9,414,470.73	\$201,483.37	\$152,924,288.79

Receiver for the Apalachicola Northern Railroad took over only cash and material and supplies, did not take over any fixed assets.
(1) Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
MILEAGE OPERATED—ENTIRE LINE

NAME OF ROAD	Miles of Road	Second Main Track	Miles of Industrial Tracks	Miles of Yard Tracks and Sidings	Total
Alabama, Florida & Gulf Railroad	28.81			1.38	30.19
Alabama & Western Florida Railroad Co.	38.00			3.97	41.97
Apalachicola Northern Railroad Company	99.12			9.02	108.14
Apalachicola Northern Railroad	99.12			9.02	108.14
Atlanta & St. Andrews Bay Railway Co.	82.00		4.62	11.63	98.25
Atlantic Coast Line Railroad Co.	5,144.48	690.51	134.02	1,389.04	7,358.05
Florida East Coast Railway Company	839.14	326.30	77.30	385.70	1,628.44
Georgia & Florida Railroad	463.61		21.07	50.76	535.44
Georgia Southern & Florida Railway Co.	397.73	(1) 9.20	20.98	100.78	528.69
Jacksonville, Gainesville & Gulf Railway	38.25		2.05	4.95	45.25
Jacksonville Terminal Company	5.31	(2) 5.03		41.22	51.56
Live Oak, Perry & Gulf Railroad Company	76.00			8.15	84.15
Louisville & Nashville Railroad Co.	5,166.32	561.12	609.85	2,221.47	8,558.76
Port St. Joe Dock & Terminal Railway Co. ....	.70			.60	1.30
St. Johns River Terminal Company	14.80	2.54		36.27	53.61
St. Louis-San Francisco Railway Co.	5,266.66	140.38	658.81	1,252.52	7,318.37
Seaboard Air Line Railway Company	4,385.64	63.60	296.39	1,167.15	5,912.78
Tampa Northern Railroad Company	2.72			3.63	6.35
Tampa Union Station Company	1.72			.35	2.07
Tavares & Gulf Railroad Company	37.71		.83	4.04	42.58
The Marianna & Blountstown R. R. Co.	42.09			2.75	44.84
The South Georgia Railway Company	77.48			11.62	89.10
Trans Florida Central Railroad Company	10.79			2.01	12.80
Total	22,318.20	1,798.68	1,825.92	6,718.03	32,660.83

Receiver for the Apalachicola Northern Railroad took over only cash and material and supplies, did not take over any fixed assets.

(1) Includes .92 miles of third main track.

(2) Includes 1.31 miles of third and 1.68 miles of fourth main track.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
RAIL-LINE OPERATIONS—ENTIRE LINE

NAME OF ROAD	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Revenue Per Passenger Carried	Total Tons Revenue Freight Hauled	Average Miles Per Ton Hauled	Average Revenue Per Ton Hauled
Alabama, Florida & Gulf Railroad	49	11.45	\$.42653	4,874	23.09	\$1.85801
Alabama & Western Florida Railroad Co.	110	16.83	.80818	79,229	22.93	.34264
Aapalachicola Northern Railroad Company	1,168	77.81	1.08701	10,716	55.88	1.96145
Apalachicola Northern Railroad	952	47.49	1.58952	15,171	60.61	2.34771
Atlanta & St. Andrews Bay Railway Co.	2,777	44.29	1.40839	375,325	55.66	.75822
Atlantic Coast Line Railroad Co.	878,935	189.60	5.25916	9,189,608	182.80	3.11973
Florida East Coast Railway Company	213,979	243.77	7.22271	938,544	217.14	4.53851
Georgia & Florida Railroad	23,036	55.77	.81783	468,961	105.92	1.58488
Georgia Southern & Florida Railway Co.	60,792	161.27	4.23692	813,815	135.20	1.75203
Jacksonville, Gainesville & Gulf Railway	1	5.00	.25000	15,159	25.64	2.28644
Jacksonville Terminal Company	(1)					
Live Oak, Perry & Gulf Railroad Company	1,604	33.40	.81913	101,132	39.80	1.15625
Louisville & Nashville Railroad Co.	2,149,692	107.32	2.40821	28,237,490	223.03	1.89705
Port St. Joe Dock & Terminal Railway Co.	(1)					
St. Johns River Terminal Company	(1)					
St. Louis-San Francisco Railway Co.	909,699	133.79	3.43301	13,034,044	225.76	2.60815
Seaboard Air Line Railway Company	704,269	174.33	3.90233	8,772,640	204.64	2.84253
Tampa Northern Railroad Company	(1)					
Tampa Union Station Company	(1)					
Tavares & Gulf Railroad Company	10	23.20	.90500	50,352	28.60	2.04243
The Marianna & Blountstown R. R. Co.				20,361	24.08	1.33150
The South Georgia Railway Company	3,723	17.72	.53835	90,223	33.00	1.02222
Trans Florida Central Railroad Company	49	10.79	.47877	4,666	10.79	.84997

(1) Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA

NAME OF ROAD	Miles of Road Owned Florida	Investment in Road	Investment in Equipment	Other Investments	Total Investment
Alabama, Florida & Gulf Railroad	9.72	\$ 45,415.84	\$ 3,681.92	\$ 130.99	\$ 49,228.75
Alabama & Western Florida Railroad Co.	19.25	135,750.00	19,286.99		155,036.99
Apalachicola Northern Railroad Company	98.68	2,777,675.23	163,199.58		2,940,874.81
Apalachicola Northern Railroad					
Atlanta & St. Andrews Bay Railway Co.	66.00	1,343,144.18	209,992.37		1,553,136.55
Atlantic Coast Line Railroad Co.	1,892.78	74,325,754.19	22,288,152.40	100,109.94	96,714,016.53
Florida East Coast Railway Company	833.52	98,607,259.10	16,782,545.88	971,968.02	116,361,773.00
Georgia & Florida Railroad	12.71	170,512.76	45,726.43	*1.60	216,237.59
Georgia Southern & Florida Railway Co.	152.90	4,194,021.34	1,423,016.60	1,523.34	5,618,561.28
Jacksonville, Gainesville & Gulf Railway	38.25	383,706.34	26,164.87	4,798.80	414,670.01
Jacksonville Terminal Company	(1) 6.15	4,272,625.01	234,687.07	182,214.07	4,689,526.15
Live Oak, Perry & Gulf Railroad Company	76.00	1,245,913.14	86,499.86	*799.74	1,331,613.26
Louisville & Nashville Railroad Co.	244.05	7,624,293.41	3,057,705.09	4,763.85	10,686,762.35
Port St. Joe Dock & Terminal Railway Co.	(1) 1.30	1,117,543.92			1,117,543.92
St. Johns River Terminal Company	(1) 15.94	2,152,945.43	36,443.58	*14,335.43	2,175,053.58
St. Louis-San Francisco Railway Co.	47.53	2,833,782.94	675,188.26	11,996.27	3,520,967.47
Seaboard Air Line Railway Company	933.34	48,996,659.33	12,404,005.28	164,883.78	61,565,548.39
Tampa Northern Railroad Company	49.47	2,506,771.35		*2,250.00	2,504,521.35
Tampa Union Station Company	1.72	265,254.40		17,601.10	282,855.50
Tavares & Gulf Railroad Company	34.32	710,148.08	45,146.34		755,294.42
The Marianna & Blountstown R. R. Co.	42.09	213,527.41	30,196.89	1,801.40	245,525.70
The South Georgia Railway Company	40.49	288,559.73	30,930.96	2,904.77	322,395.46
Trans Florida Central Railroad Company	16.04	91,356.87	7,562.62	3,759.66	102,679.15
Total	4,632.25	\$254,302,620.00	\$57,570,132.99	\$1,451,069.22	\$313,323,822.21

*Indicates debit item or deficit.
(1) Main track only.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
OPERATING REVENUES—STATE OF FLORIDA

NAME OF ROAD	Freight	Passenger	Excess Baggage	Mall	Express	Switching	All Other	Total Revenue
Alabama, Florida & Gulf Railroad	\$ 1,751.90	\$ 10.66	\$ —	\$ 1,092.24	\$ —	\$ —	\$ 2.71	\$ 2,857.51
Alabama & Western Florida Railroad Co.	27,247.45	88.90	—	4,275.00	—	346.00	36.00	31,993.35
Apalachicola Northern Railroad Co.	21,018.01	1,269.63	30.54	7,490.98	3,495.72	—	781.38	34,086.26
Apalachicola Northern Railroad	35,617.17	1,513.22	4.07	10,763.45	2,070.05	—	1,054.78	51,022.74
Atlanta & St. Andrews Bay Railway Co.	227,662.55	3,128.88	12.00	11,966.50	5,105.32	1,105.70	856.55	249,837.50
Atlantic Coast Line Railroad Co.	7,875,198.34	898,181.50	6,782.46	400,521.64	469,723.90	55,691.41	536,377.90	10,242,477.15
Florida East Coast Railway Company	4,259,595.63	1,545,508.37	17,050.16	314,794.78	254,136.18	23,903.72	305,804.72	6,720,793.56
Georgia & Florida Railroad	10,622.41	243.31	—	363.80	57.37	126.00	53.76	11,466.65
Georgia Southern & Florida Railway Co.	186,831.60	38,393.68	83.90	26,537.90	3,447.31	*280.35	7,317.17	262,331.21
Jacksonville, Gainesville & Gulf Railway	34,660.21	.25	—	—	332.67	23,244.71	107.07	58,344.91
Jacksonville Terminal Company	(1)	—	—	—	—	—	—	—
Live Oak, Perry & Gulf Railroad Co.	116,934.52	1,313.89	5.78	8,658.37	695.97	447.54	1,601.04	129,657.11
Louisville & Nashville Railroad Co.	836,686.34	144,687.92	1,021.74	51,572.31	33,081.94	16,265.28	177,012.65	1,260,328.78
Port St. Joe Dock & Terminal Ry. Co.	(1)	—	—	—	—	—	—	—
St. Johns River Terminal Company	—	—	—	—	—	323,959.08	1,936.86	325,895.94
St. Louis-San Francisco Railway Co.	99,337.23	5,312.32	104.91	9,972.02	4,753.94	19,632.07	12,804.97	151,917.46
Seaboard Air Line Railway Company	6,948,368.20	782,265.93	7,561.86	270,768.95	416,573.12	73,763.58	390,223.85	8,889,525.49
Tampa Northern Railroad Company	—	—	—	—	—	51,282.99	—	51,282.99
Tampa Union Station Company	(1)	—	—	—	—	—	—	—
Tavares & Gulf Railroad Company	102,840.68	9.05	—	2,224.14	545.45	341.16	247.69	106,208.17
The Marianna & Blountstown R. R. Co.	27,112.11	—	—	3,037.50	—	—	31.81	30,181.42
The South Georgia Railway Company	29,629.06	910.58	—	6,734.96	117.56	364.35	388.00	38,144.51
Trans Florida Central Railroad Co.	3,960.05	23.46	—	1,291.95	—	5.00	979.77	6,260.23
Total	\$20,845,073.46	\$3,422,861.55	\$32,657.42	\$1,132,067.09	\$1,194,136.50	\$590,198.24	\$1,437,618.68	\$28,654,612.94

*Indicates debit item or deficit.

(1) Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
OPERATING EXPENSES—STATE OF FLORIDA

NAME OF ROAD	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transporta- tion Expenses	Miscellaneous Operations	General Expenses	Transporta- tion for Investment Credit	Total Operating Expenses
Alabama, Florida & Gulf Railroad	\$ 864.09	\$ 283.95	\$ 251.58	\$ 1,233.00	\$	\$ 262.55	\$	\$ 2,900.17
Alabama & Western Florida Railroad Co.	7,862.34	5,618.40	1,460.22	13,898.18		3,391.59		32,230.73
Apalachicola Northern Railroad Co.	10,889.22	7,646.07	2,718.21	17,925.64	748.99	6,463.99		46,392.12
Apalachicola Northern Railroad	14,760.41	9,554.20	1,775.15	22,570.20		3,948.24		52,608.20
Atlanta & St. Andrews Bay Railway Co.	47,232.37	27,479.77	12,245.51	64,092.12		18,282.98		169,332.75
Atlantic Coast Line Railroad Co.	1,559,665.30	2,234,006.12	405,840.42	3,994,767.73	71,766.03	456,536.23	1,234.81	8,721,347.11
Florida East Coast Railway Company	1,301,741.50	1,612,032.88	257,075.76	1,987,903.37	79,162.52	473,975.63	10,841.00	5,701,050.66
Georgia & Florida Railroad	3,251.92	2,817.73	915.59	8,863.45	1.16	1,325.27		17,175.12
Georgia Southern & Florida Railway Co.	120,557.82	81,936.57	3,748.27	208,140.94	4,729.87	7,532.14		426,645.61
Jacksonville, Gainesville & Gulf Railway	12,594.06	6,281.77	864.19	16,652.92		5,217.80		41,610.74
Jacksonville Terminal Company	(1)							
Live Oak, Perry & Gulf Railroad Co.	58,975.95	16,953.00	4,044.90	27,548.08		15,423.13		122,945.06
Louisville & Nashville Railroad Co.	421,895.12	309,943.36	43,716.52	717,142.31	24,616.21	95,722.97	267.13	1,612,769.76
Port St. Joe Dock & Terminal Ry. Co.	609.04			30.00		461.50		1,100.54
St. Johns River Terminal Company	43,140.23	22,651.65		157,663.32		4,280.34		227,735.54
St. Louis-San Francisco Railway Co.	87,037.23	55,888.75	7,547.24	112,015.97	107.00	17,501.65	3,522.55	276,575.29
Seaboard Air Line Railway Company	1,485,470.25	1,963,107.86	479,132.01	3,416,531.78	107,575.25	490,496.51	22,555.85	7,919,757.81
Tampa Northern Railroad Company	10,205.56	35.80	379.91	15,030.69		3,098.58		28,750.84
Tampa Union Station Company	(1)							
Tavares & Gulf Railroad Company	12,526.40	9,551.09	2,019.63	31,528.22		7,373.96	322.10	62,677.20
The Marianna & Blountstown R. R. Co.	7,340.43	3,821.87	2,288.59	10,715.26		3,196.59		27,362.73
The South Georgia Railway Company	4,438.94	4,215.85	538.06	3,843.36		1,680.31		14,716.52
Trans Florida Central Railroad Co.	884.20	4,863.34		1,524.84		941.55		8,213.93
Total	\$5,211,942.08	\$6,378,695.03	\$1,226,562.15	\$10,829,621.38	\$288,707.03	\$1,617,113.60	\$38,743.44	\$25,513,898.43

(1) Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
MILEAGE OPERATED (Exclusive of Yard Tracks)—STATE OF FLORIDA

NAME OF ROAD	Line Owned Main Line	Line Owned Branches and Spurs	Lines of Proprietary Companies	Lines Operated under Lease	Lines Operated under Contract	Lines Operated under Trackage Rights	Total Mileage Operated	New Line Constructed During Year
Alabama, Florida & Gulf Railroad	9.72						9.72	
Alabama & Western Florida Railroad Co.	19.25			18.75			38.00	
Apalachicola Northern Railroad Company	95.62	3.06			.44		99.12	
Apalachicola Northern Railroad	95.62	3.06			.44		99.12	
Atlanta & St. Andrews Bay Railway Co.	66.99						66.00	
Atlantic Coast Line Railroad Co.	1,081.18	799.47	161.73	14.75		9.85	2,066.98	
Florida East Coast Railway Company	552.33	281.19			4.83	.79	839.14	
Georgia & Florida Railroad	12.71						12.71	
Georgia Southern & Florida Railway Co.	152.90					5.37	158.27	
Jacksonville, Gainesville & Gulf Railway	38.25						38.25	
Jacksonville Terminal Company	(1) 6.15					11.52	17.67	
Live Oak, Perry & Gulf Railroad Company	64.00	12.00				1.00	77.00	
Louisville & Nashville Railroad Co.	216.46	27.59				.98	245.03	
Port St. Joe Dock & Terminal Railway Co.	(1) .70						.70	
St. Johns River Terminal Company	(1) 15.94					15.71	31.65	
St. Louis-San Francisco Railway Co.	45.19	2.34					47.53	
Seaboard Air Line Railway Company	903.19	30.15	140.30	673.49		6.52	1,753.65	
Tampa Northern Railroad Company	(1) 2.72						2.72	
Tampa Union Station Company	(1) 1.72						1.72	
Tavares & Gulf Railroad Company	34.32					3.39	37.71	
The Marianna & Blountstown R. R. Co.	42.09						42.09	
The South Georgia Railway Company	40.49						40.49	
Trans Florida Central Railroad Company	10.68					.11	10.79	
Total	3,507.23	1,158.86	302.03	706.99	5.71	55.24	5,736.06	

(1) Main Track Owned Only.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1932
TONS OF REVENUE FREIGHT CARRIED—STATE OF FLORIDA

NAME OF ROAD	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufacture and Miscellaneous	Merchandise All L. C. L. Freight	Grand Total
Alabama, Florida & Gulf Railroad	2,173	129	708	133	758	147	4,048
Alabama & Western Florida Railroad Co.				78,973	46	210	79,229
Apalachicola Northern Railroad Company	212	579	22	5,557	3,212	1,134	10,716
Apalachicola Northern Railroad	269	852	1,893	7,477	3,248	1,432	15,171
Atlanta & St. Andrews Bay Railway Co.	12,435	145	16,708	261,795	79,785	3,649	374,567
Atlantic Coast Line Railroad Co.	845,228	54,605	2,135,651	472,701	914,458	103,596	4,526,239
Florida East Coast Railway Company	219,266	41,050	162,893	119,542	360,005	35,783	938,544
Georgia & Florida Railroad	3,429	434	7,499	6,572	12,412	1,320	31,666
Georgia Southern & Florida Railway Co.	71,870	16,113	56,643	42,991	126,081	16,473	330,182
Jacksonville, Gainesville & Gulf Railway	4,840	33	6,074	2,797	1,173	242	15,159
Jacksonville Terminal Company	(1)						
Live Oak, Perry & Gulf Railroad Company	1,321	7	505	89,462	8,043	1,794	101,132
Louisville & Nashville Railroad Co.	52,121	7,263	120,870	403,967	182,953	26,619	793,793
Port St. Joe Dock & Terminal Railway Co.	(1)						
St. Johns River Terminal Company	(1)						
St. Louis-San Francisco Railway Co.	20,368	1,571	57,404	57,061	63,452	3,407	203,263
Seaboard Air Line Railway Company	507,766	55,089	1,975,567	398,923	587,883	82,778	3,608,006
Tampa Northern Railroad Company	(1)						
Tampa Union Station Company	(1)						
Tavares & Gulf Railroad Company	35,540		1,078	3,256	10,076	402	50,352
The Marianna & Blountstown R. R. Co.	262	57	568	16,169	2,003	1,301	20,261
The South Georgia Railway Company	2,184	38	10,306	26,790	2,547	617	42,482
Trans Florida Central Railroad Company			1,023	132	3,190	321	4,666
Total	1,779,335	177,965	4,555,422	1,994,298	2,361,325	281,231	11,149,576

(1) Not applicable.

WRECKS AND ACCIDENTS—RAILROAD—1933

CLASSIFICATION OF WRECKS AND ACCIDENTS	Atlantic Coast Line Railroad	Florida East Coast Railroad	Seaboard Air Line Railway	Total
I. COLLISIONS:				
1. Negligence or carelessness of employees		1		1
2. Weather conditions				
3. Mechanical equipment, signals, etc.				
II. DERAILMENTS:				
1. Negligence or carelessness of employees		1	4	5
2. Washouts, etc.	1			1
3. Track defects		1		1
4. Way and structure defects				
5. Car equipment defects	1		1	2
6. Engine equipment defects			1	1
7. Not otherwise Classified	1			1
III. EXPLOSIONS:				
1. Negligence or carelessness of employees				
2. Defective equipment				
IV. MISCELLANEOUS:				
1. Improper loading				
2. Animal on track				
3. Other obstruction on track				
4. Criminal intent, tampered switches, etc.				

WRECKS AND ACCIDENTS—RAILROAD—1933—(Continued)

CLASSIFICATION OF WRECKS AND ACCIDENTS	Atlantic Coast Line Railroad	Florida East Coast Railroad	Seaboard Air Line Railway	Total
V. PERSONAL ACCIDENTS:				
1. Employees on duty	1	1	9	11
2. Employees off duty				
3. Passengers			2	2
4. Trespassers				
(a) Walking on track, or crossing track	1	2	6	9
(b) At public crossing		2		2
(c) Beating way on train	3	3	4	10
(d) Suicide			3	3
(e) Other causes	4	7	7	18
VI. GRADE CROSSINGS:				
1. Automobile accidents	19	24	17	60
2. Other vehicle accidents				
CASUALTIES:				
Employees killed	2		4	6
Employees wounded	6	6	6	18
Others killed	39	8	30	77
Others wounded	36	19	26	81
DAMAGE:				
Track	\$ 400.00	\$ 518.68	\$ 775.00	\$1,693.68
Equipment	4,637.49	2,062.00	875.00	7,674.49

STATISTICS OF BRIDGE COMPANIES
GENERAL BALANCE SHEET AT DECEMBER 31, 1932

ASSETS	Gandy Bridge Company	Pensacola Bridge Corporation	Vilano Bridge and Beach Corporation
Investment in road and equipment	\$ 3,648,378.03	\$ 1,820,962.78	\$ 353,849.78
Sinking funds	23,269.33		
Miscellaneous physical property	163,260.09	502,665.01	
Other investments		62,507.68	
Current assets	272,387.93	6,248.87	462.63
Rents and insurance premiums paid in advance	3,699.99	8,608.28	
Discount on funded debt	108,755.55	285,880.73	
Other unadjusted debits	1,533,737.50	14,507.57	
Grand Total	\$ 5,753,488.42	\$ 2,701,380.92	\$ 354,312.41
LIABILITIES			
Capital stock	\$ 2,584,737.50	\$ 600,600.00	\$ 135,400.00
Funded debt	2,258,500.00	2,156,000.00	220,811.90
Current liabilities	61,152.55	226,868.68	11,429.57
Unadjusted credits	581,197.86	105,773.42	13,282.84
Appropriated surplus	196,968.82		
Profit and loss	70,931.69	*387,861.18	*26,611.90
Grand Total	\$ 5,753,488.42	\$ 2,701,380.92	\$ 354,312.41

*Indicates debit item or deficit.

STATISTICS OF BRIDGE COMPANIES
PROFIT AND LOSS ACCOUNT—CALENDAR YEAR 1932

ITEMS	Gandy Bridge Company	Pensacola Bridge Corporation	Vilano Bridge and Beach Corporation
Balance at beginning of year	\$ 44,463.80	\$ *139,643.03	\$ *3,018.03
Miscellaneous credits	67,117.13		500.01
Debit balance transferred from income	19,387.64	248,218.15	24,093.88
Surplus applied to sinking and other reserve funds	9,540.83		
Miscellaneous debits	11,720.77		
Balance carried to balance sheet	\$ 70,931.69	\$ *387,861.18	\$ *26,611.90

*Indicates debt item or deficit.

STATISTICS OF BRIDGE COMPANIES
INCOME ACCOUNT—CALENDAR YEAR 1932

NAME OF ACCOUNTS	Gandy Bridge Company	Pensacola Bridge Corporation	Vilano Bridge and Beach Corporation
Operating revenues—tolls	\$ 286,058.25	\$ 33,477.91	\$ 11,670.06
Operating expenses	144,430.56	85,848.57	18,152.61
Net revenue from bridge operation	\$ 141,627.69	\$ *52,370.66	\$ *6,482.55
Bridge tax accruals	\$ 10,349.81	\$ 4,025.88	\$ 3,331.38
Uncollectible bridge revenue	10.90		
Bridge operating income	\$ 131,266.98	\$ *56,396.54	\$ *9,813.93
Net revenue from miscellaneous operation	\$	\$ *60,598.15	\$
Taxes on miscellaneous operating property		719.20	
Total operating income	\$ 131,266.98	\$ *117,713.89	\$ *9,813.93
Nonoperating income	465.03		
Gross income	\$ 131,732.01	\$ *117,713.89	\$ *9,813.93
Deductions from gross income	151,119.65	130,504.26	14,279.95
Net income balance transferred to profit and loss	\$ *19,387.64	\$ *248,218.15	\$ *24,093.88

*Indicates debt item or deficit.

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STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1932

GENERAL BALANCE SHEET—ENTIRE LINE

ASSETS	Railway Express Agency, Incorporated	Southeastern Express Company
Real property and equipment	\$50,373,243.01	\$1,219,925.26
Investments in affiliated companies— stocks	26,500.00	25,000.00
Other investments;		
Bonds	466,803.45	
Notes	1,160.85	448,682.82
Cash	15,887,377.05	707,871.19
Special deposits	2,039.40	4,171.66
Loans and notes receivable	2,393.50	
Traffic balances receivable	32,246.66	15,338.88
Net balances receivable from agents and messengers	2,566,972.62	68,186.33
Miscellaneous accounts receivable	643,642.76	61,136.13
Material and supplies	301,224.09	5,549.00
Interest, dividends and rents receivable	5,809.80	
Working fund advances	13,190.00	
Other current assets	183,202.97	
Other deferred assets	32,972.88	
Unadjusted debits	918,894.92	14,879.27
Grand Total	\$71,457,723.96	\$2,570,740.54
LIABILITIES		
Capital stock	\$ 100,000.00	\$1,000,000.00
Long-term debt	32,000,000.00	
Traffic balances payable	44,907.44	
Audited accounts and wages unpaid	3,436,140.54	164,058.85
Miscellaneous accounts payable	2,292,899.52	
Matured interest, dividends and rents unpaid	2,125.00	35,000.00
Matured funded debt unpaid	7,000.00	
Miscellaneous advances payable	1,600.00	
Unpaid money orders, checks and drafts		207,125.52
Express privilege liabilities	5,145,591.61	167,373.05
Estimated tax liability	382,383.81	17,389.24
Unmatured interest, dividends and rents payable	552,005.00	
Other current liabilities	466,098.64	
Liability on account of fidelity and indemnity funds		3,235.86
Other deferred liabilities	33,181.75	
Operating and insurance reserves	2,027,805.47	24,336.64
Accrued depreciation—buildings	4,077,287.74	110,140.30
Accrued depreciation—equipment	20,874,923.94	768,867.11
Other unadjusted credits	13,773.50	1,994.61
Profit and loss—credit balance		131,219.36
Grand Total	\$71,457,723.96	\$2,570,740.54

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1932
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—ENTIRE COMPANY
AND STATE OF FLORIDA

NAME OF ACCOUNT	Railway Express Agency, Incorporated		Southeastern Express Company	
	Entire Company	State of Florida	Entire Company	State of Florida
Land	\$ 8,041,071.98	\$ 336,842.51	\$ 20,081.50	\$
Buildings and appurtenances on land owned	8,022,189.01	185,192.36	44,018.28	
Buildings and appurtenances on land not owned	3,813,746.52	722,363.74	89,060.05	
Improvements to buildings not owned	78,590.82	492.94	65,687.59	3,294.36
Cars	964,919.32			
Horses	959.14			
Automobiles	21,500,089.77	325,144.94	786,089.47	15,012.93
Wagons and sleighs	71,387.25		2,557.88	
Harness equipment	842.81		280.00	
Office furniture and equipment	3,024,149.01	55,238.65	93,782.24	1,360.50
Office safes	485,207.54	7,377.68	25,165.70	279.70
Trucks	2,875,831.12	91,795.25	70,085.56	2,497.96
Stable equipment	1,584.67		59.12	
Garage equipment	730,406.80	10,314.08	5,427.88	95.36
Line equipment	522,318.54	4,361.05	17,584.09	
Shop equipment	234,595.93	3,471.67		
Miscellaneous equipment	5,352.78		45.90	
Total Real Property and Equipment	\$50,373,243.01	\$1,742,594.87	\$1,219,925.26	\$22,540.81

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1932
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

ITEM	Railway Express Agency, Incorporated	Southeastern Express Company
Credit balance at beginning of year	\$	\$ 131,219.36
Profit on real property and equipment sold	1,635.65	
Unrefundable overcharges	930.01	207.23
Miscellaneous credits	6,978.94	5,995.09
Total	\$ 9,544.60	\$ 137,421.67
Dividend appropriations of surplus	\$	\$ 6,202.31
Debit balance transferred from income	4,587.81	
Loss on land sold	1,216.50	
Miscellaneous debits	3,740.29	
Credit balance carried to balance sheet		131,219.36

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1932
INCOME ACCOUNT—ENTIRE COMPANY

ITEM	Railway Express Agency, Incorporated	Southeastern Express Company
OPERATING INCOME		
Charges for transportation	\$137,703,061.09	\$4,173,714.27
Express privileges—debit	53,085,259.60	1,420,474.59
Revenue from Transportation	\$ 84,617,801.49	\$2,753,239.68
Revenue from operations other than transportation	2,817,763.59	94,747.25
Total operating revenues	\$ 87,435,565.08	\$2,847,986.93
Operating expenses	84,512,534.87	2,726,137.47
Net operating revenue	\$ 2,923,030.21	\$ 121,849.46
Uncollectible revenue from transportation	30,183.04	1,046.49
Express taxes	1,379,539.93	78,130.01
Operating Income	\$ 1,513,307.24	\$ 42,672.96
OTHER INCOME		
Rent from real property and equipment jointly used	\$ 212.63	\$
Miscellaneous rent income	117,881.48	
Income from funded securities	12,595.61	
Income from unfunded securities and accounts	103,170.80	21,390.56
Total other income	\$ 233,860.52	\$ 21,390.56
Gross Income	\$ 1,747,167.76	\$ 64,063.52
DEDUCTIONS FROM GROSS INCOME		
Rent for real property and equipment used jointly	\$ 786.02	\$
Interest on funded debt	1,681,319.46	
Interest on unfunded debt	4,757.09	265.83
Amortization of discount on funded debt	64,559.05	
Miscellaneous income debits	333.95	
Total deductions from gross income	\$ 1,751,755.57	\$ 265.83
Net income	\$ *4,587.81	\$ 63,797.69
DISPOSITION OF NET INCOME		
Dividend appropriations of income	\$	\$ 63,797.69
Income balance transferred to profit and loss	\$ *4,587.81	\$

*Indicates deficit or debit item.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1932
OPERATING REVENUE—ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	Railway Express Agency, Incorporated		Southeastern Express Company	
	Entire Company	State of Florida	Entire Company	State of Florida
Transportation;				
Express domestic	\$137,570,001.53	\$	\$4,160,366.38	\$51,690.33
Miscellaneous	133,059.56		13,347.89	
Total transportation	\$137,703,061.09	\$2,692,909.38	\$4,173,714.27	\$51,690.33
Contract payments; express privileges	53,085,259.60	1,099,507.81	1,420,474.59	17,647.07
Revenue from transportation	\$ 84,617,801.49	\$1,593,401.57	\$2,753,239.68	\$34,043.26
Operations other than transportation;				
Customs brokerage fees	\$ 113,524.98	\$	\$ 45.47	\$
Order and commission	4,303.17			
Rents of buildings and other property	99,779.06		1,858.17	
Money orders			22,063.20	147.91
C. O. D. checks	1,448,048.63		62,264.11	900.43
Profit on exchange and other financial revenue	10.91			
Miscellaneous	1,152,096.84		8,516.30	
Total other than transportation	\$ 2,817,763.59	\$ 65,653.03	\$ 94,747.25	\$ 1,048.34
Total operating revenues	\$ 87,435,565.08	\$1,659,054.60	\$2,847,986.93	\$35,091.60

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1932
OPERATING EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	Railway Express Agency, Incorporated		Southeastern Express Company	
	Entire Company	State of Florida	Entire Company	State of Florida
Maintenance expense	\$ 6,120,659.79	\$ 117,578.26	\$ 117,864.12	\$ 1,454.43
Traffic expenses	370,707.91	7,289.49	85,661.33	1,054.72
Transportation expenses	72,530,340.58	1,426,216.89	2,289,522.02	28,208.60
General expenses	5,490,826.59	107,969.96	233,090.00	2,871.92
Total operating expenses	\$ 84,512,534.87	\$ 1,659,054.60	\$ 2,726,137.47	\$ 33,589.67
Ratio of operating expenses to operating revenue %	96.66	100.00	95.72	95.72

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STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1932—GENERAL BALANCE SHEET—ENTIRE COMPANY. BALANCE AT DECEMBER 31, 1932

ASSETS	The Pullman Company
Investment in sleeping car property	\$246,658,111.90
Miscellaneous physical property	3,311.63
Investment in stocks	406,337.48
Investment in bonds	2,000,000.00
Investment in securities issued, assumed or otherwise carried as a liability of the accounting company	97.88
Investment in notes	340,205.77
Cash	13,136,593.19
Loans and bills receivable	10,048.84
Net balances receivable from receiving cashiers and ticket agents	761,995.38
Miscellaneous accounts receivable	1,821,103.83
Material and supplies	3,424,059.79
Interest and dividends receivable	77,826.50
Other current assets	221,712.90
Working fund advances	22,015.00
Insurance and other funds	4,948,561.85
Other deferred assets	81,066.38
Rent and insurance premiums paid in advance	67,917.08
Other unadjusted debits	41,266,817.36
Grand Total	\$315,247,782.76

LIABILITIES	
Capital stock	\$120,150,000.00
Wages payable	956,234.71
Miscellaneous accounts payable	1,017,440.77
Dividends matured unpaid	29,665.50
Other current liabilities	217,941.62
Liability for provident funds	4,638,965.35
Other deferred liabilities	1,571.81
Tax liability	2,398,407.46
Insurance and casualty reserves	187,803.73
Operating reserves	21,080.00
Accrued depreciation—equipment	137,401,646.86
Accrued depreciation—buildings, appurtenances and grounds	2,847,546.19
Other unadjusted credits	44,045,120.91
Miscellaneous fund reserves	255,335.84
Profit and loss	1,079,022.01
Grand Total	\$315,247,782.76

OF THE RAILROAD COMMISSION

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STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR
YEAR 1932. OPERATING REVENUES AND EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	The Pullman Company	
	Entire Company	State of Florida
OPERATING REVENUES		
Standard sleeping car berth revenue	\$36,605,344.25	\$674,560.36
Tourist sleeping car berth revenue	694,414.28	1,359.94
Other car berth revenue	987.00	
Standard sleeping car seat revenue	1,113,493.27	31,947.35
Tourist sleeping car seat revenue	524.47	
Parlor car seat revenue	3,401,040.01	20,939.94
Composite car seat revenue	24,562.70	1,799.27
Charter of standard sleeping cars—per diem rates	216,980.36	1,509.49
Charter of standard sleeping cars—berth rates	11,903.91	
Charter of tourist sleeping cars—per diem rates	11,728.62	642.03
Charter of tourist sleeping cars—berth rates		
Charter of private cars—per diem rates	55,770.95	4,352.38
Charter of other cars to other than carriers—per diem rates	585.00	
Charter of other cars—berth or seat rates	2,054.40	
Charter of other cars to carriers—other rates	555,863.08	11,692.83
Miscellaneous revenue	5,981.88	91.53
Car mileage revenue	2,215,111.70	23,860.82
Contract revenue—debit	1,549,960.29	31,829.77
Total revenues	\$43,366,365.59	\$740,926.17
OPERATING EXPENSES		
Maintenance expenses	\$20,432,093.14	\$318,281.14
Conducting car operations	19,276,227.06	298,809.83
General expenses	2,756,312.45	42,624.55
Total expenses	\$42,464,642.65	\$659,715.52
Ratio of expenses to revenue—per cent	97.92	89.04
Taxes	\$ 2,123,381.52	\$*60,000.00

*State tax only, does not include a portion of federal income tax.

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1932
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

KIND OF CAR	NUMBER OF PASSENGERS			Number of Non- Revenue Passengers	Car Miles	Car Days	Average Revenue per Passenger	
	Berth	Seat	Total				Berth	Seat
CONTRACT OPERATIONS:								
Standard sleeping cars	9,921,900	1,337,582	11,259,482	433,354	684,977,948	1,720,250	\$ 3.69	\$.83
Tourist sleeping cars	263,509	726	264,235	4,604	23,233,511	47,060	2.64	.72
Parlor cars		4,202,518	4,202,518	63,601	63,167,019	250,667		.81
Composite cars		23,237	23,237	1,211	27,767,742	64,261		1.06
Miscellaneous cars	35		35		338,388	1,335	28.20	
Total—Contract Operations	10,185,444	5,564,063	15,749,507	502,770	799,484,608	2,083,573	\$ 3.66	\$.82

	Dollars	Cents	Mills
Sleeping car operations—revenues	43,366,385	59	
Revenues per car-mile		05	424
Revenues per car-day		20	81
Sleeping car operations—expenses	42,464,642	65	
Expenses per car-mile		05	311
Expenses per car-day		20	38
Net revenue	901,742	94	
Net revenue per car-mile			113
Net revenue per car-day		43	

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1932
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY
(Continued)

	Amount
Average number of car-miles per car-day	383.71
Average number of car-miles per mile of track operated over	6,409
Average capacity per car (Passengers);	
Standard sleeping cars, berths	25.70
Tourist sleeping cars, berths	30.77
Parlor cars, seats	27.98
Composite cars, seats	31.68
Average weight per car equipped for service; pounds,	
Steel cars	159,000
Other than steel cars	146,500
Passengers one-mile	6,757,760,858

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1932
GENERAL BALANCE SHEET

ASSETS	City of Coral Gables	City of St. Petersburg	Gulf Power Company	Jacksonville Traction Company	Tampa Electric Company	The Miami Beach Railway Company
Road and equipment	\$1,682,151.10	\$1,430,566.25	\$ 3,933,880.36	\$5,075,317.86	\$17,351,882.21	\$ 972,990.20
Sinking funds		179,773.42			141.33	
Miscellaneous physical property			12,140,866.97			754,023.04
Investment in affiliated companies;						
Stocks			3,205.00			
Bonds						
Other investments; Stocks					6,018.00	
Bonds			600.00			
Notes				1.00	303,000.00	
Miscellaneous			85,500.00			
Cash			126,550.07	180,000.26	782,132.45	9,829.09
Special deposits			300.00			
Loans and notes receivable					26,518.99	318.64
Miscellaneous accounts receivable			183,373.39	8,712.28	472,423.24	210,459.33
Material and supplies	1, 426.99	23,888.31	69,941.32	56,323.67	253,006.84	34,097.15
Interest, dividends and rents receivable			4,069.91		2,929.05	
Other current assets			250.00		29,393.59	250.00
Unadjusted debits			246,709.24		86,408.62	391,726.29
Grand Total	\$1,683,578.09	\$1,634,227.98	\$16,795,246.26	\$5,320,355.07	\$19,313,860.32	\$2,373,693.74

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—(Continued)

LIABILITIES

Capital stock	\$	\$	\$12,489,155.00	\$1,500,000.00	\$12,357,253.20	\$ 100,000.00
Funded debt	1,782,000.00	1,162,000.00	3,657,000.00	1,304,873.46	456,500.00	100,000.00
Non-negotiable debt to affiliated companies—Open account			78.55			
Notes						2,292,000.00
Loans and notes payable	748,909.05			355,691.92		
Audited accounts and wages payable			23,365.00		60,097.68	7,837.41
Miscellaneous accounts payable		356,049.06				
Matured interest, dividends and rents unpaid			300.00	287,829.18		
Matured funded debt unpaid				1,937,500.00		
Accrued dividends, interest and rents unpaid		146,700.78	46,934.96	649.67	10,292.83	
Other current liabilities		106,640.72				2,921.06
Deferred liabilities			67,681.97		211,258.26	
Tax liability			17,083.88	29,429.04	253,769.96	17,946.05
Insurance and casualty reserves			18,106.30			8,051.08
Operating Reserves			1,804.48	45,914.64	47,814.30	167,627.11
Accrued depreciation:						
Road and equipment	88,579.37	479,488.60	6,416.92	1,058,743.14	3,556,842.04	46,825.70
Miscellaneous physical property		39,075.90	264,558.62			349,012.03
Other unadjusted credits			3,027.70	8,598.61	862.34	2,183.21
Additions to property through surplus					132,104.10	
Sinking fund reserves		173,273.42				
Miscellaneous fund reserves			62,467.48			
Profit and loss—credit balance	*935,910.33	*829,000.50	137,265.40	*1,208,874.59	2,227,065.61	*720,709.91
Grand Total	\$1,683,578.09	\$1,634,227.98	\$16,795,246.26	\$5,320,355.07	\$19,313,860.32	\$2,373,693.74

*Indicates debit item or deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1932
INCOME STATEMENT FOR THE YEAR

ITEM	City of Coral Gables	City of St. Petersburg	Gulf Power Company	Jacksonville Traction Company	Tampa Electric Company	The Miami Beach Railway Company
Railway operating revenues	\$ 44,172.92	\$ 142,030.36	\$ 7,244.39	\$744,564.03	\$ 590,824.39	\$328,648.69
Railway operating expenses	47,506.62	216,649.52	12,255.00	580,216.31	624,447.48	321,430.34
Net revenue—railway operations	\$ 3,333.70	\$ *74,619.16	\$ *5,010.61	\$164,347.72	\$ *33,623.09	\$ 7,218.35
Auxiliary operations—revenues	\$ 20,669.33	\$ 5,640.06	\$870,012.88		\$3,188,115.06	
Auxiliary operations—expenses	36,916.36	11,860.28	538,593.73		1,471,805.45	
Net revenue—auxiliary operations	\$ *16,247.03	\$ *6,220.22	\$331,419.15		\$1,716,309.61	
Net operating revenue	\$ *19,580.73	\$ *80,839.38	\$326,408.54	\$164,347.72	\$1,682,686.52	\$ 7,218.35
Taxes assignable to railway operations	\$	\$	\$ 1,671.93	\$ 44,462.40	\$ 364,998.81	\$ 6,398.81
Operating Income	\$ *19,580.73	\$ *80,839.38	\$324,736.61	\$119,885.32	\$1,317,687.71	\$ 819.54
NONOPERATING INCOME						
Miscellaneous rent income	\$	\$	\$ 595.00	\$ 520.00	\$ 450.00	\$
Income from funded securities			3,749.99			
Income from unfunded securities & accounts			3,773.63	510.07	23,102.29	5,222.52
Miscellaneous income			278.60	3,894.41	3,618.51	24.16
Income from sinking funds & other reserves					2.99	
Total nonoperating income	\$	\$	\$ 8,397.22	\$ 4,924.48	\$ 27,173.79	\$ 5,246.68
Gross Income	\$ *19,580.73	\$ *80,839.38	\$333,133.83	\$124,809.80	\$1,344,861.50	\$ 6,066.22
DEDUCTIONS FROM GROSS INCOME						
Rent for leased roads	\$	\$	\$	\$ 1,582.66	\$	\$ 41,682.75
Net loss on miscellaneous physical property						16,105.63
Interest on funded debt	106,920.00	61,020.00	125,321.39	163,866.21	25,980.61	6,666.66
Interest on unfunded debt	2,082.05	8,531.26	54,060.65		10,082.94	5,730.00
Amortization of discount on funded debt			548.48			
Miscellaneous debits				1,134.35	425.27	
Total deductions from gross income	\$ 109,002.05	\$ 69,551.26	\$179,930.52	\$166,583.22	\$ 36,488.82	\$ 70,185.04
Income balance transferred to profit & loss	\$ *128,582.78	\$ *150,390.64	\$153,203.31	\$ *41,773.42	\$1,308,372.68	\$ *64,118.82

*Indicates debit item or deficit.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1932
RAILWAY OPERATING REVENUES AND EXPENSES

ITEM	City of Coral Gables	City of St. Petersburg	Gulf Power Company	Jacksonville Traction Company	Tampa Electric Company	The Miami Beach Railway Company
RAILWAY OPERATING REVENUES						
Passenger revenue	\$ 44,172.97	\$ 136,503.47	\$ 2,079.99	\$737,990.78	\$ 585,310.47	\$286,961.65
Parlor, sleeping, dining and special car revenue		3.83		287.80	728.57	20.80
Mail revenue		216.10	229.72			
Freight revenue			4,974.96			
Miscellaneous transportation revenue					1,016.90	39,750.04
Total revenue from transportation	\$ 44,172.97	\$ 136,723.40	\$ 7,284.67	\$738,278.58	\$ 587,055.94	\$326,732.49
Station and car privileges	\$	\$ 2,454.66	\$ *40.28	\$ 3,762.21	\$ 3,768.45	\$ 1,852.53
Rent of buildings and other property				2,035.31		
Power				487.93		
Miscellaneous		2,852.30				63.67
Total revenue from other railway operations	\$	\$ 5,306.96	\$ *40.28	\$ 6,285.45	\$ 3,768.45	\$ 1,916.20
Total operating revenues	\$ 44,172.97	\$ 142,030.36	\$ 7,244.39	\$744,564.03	\$ 590,824.39	\$328,648.69
RAILWAY OPERATING EXPENSES						
Way and structures	\$ 4,387.10	\$ 67,522.65	\$ 216.41	\$ 61,741.26	\$ 118,873.03	\$ 14,939.71
Equipment	14,579.22	36,581.06	1,036.18	93,454.56	117,204.32	34,190.32
Power	17,668.81	36,314.81	2,597.40	72,650.55	32,616.49	91,542.32
Conducting transportation	9,837.99	65,117.27	2,820.77	247,284.79	265,752.33	126,166.21
Traffic		151.83	61.55	7,448.11	3,841.86	3.00
General and miscellaneous	1,033.50	10,961.90	5,522.69	97,642.04	86,159.45	54,588.78
Total operating expenses	\$ 47,506.62	\$ 216,649.52	\$ 12,255.00	\$580,216.31	\$ 624,447.48	\$321,430.34
Operating ratio—per cent	107.55	152.53	169.17	77.93	105.69	97.80

*Indicates debit item or deficit

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1932
ROAD OPERATED AT CLOSE OF YEAR

NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Sidings and Turnouts	Miles of Track in Carhouses, Shops, etc.	Total
City of Coral Gables	6.80			.50	7.30
City of St. Petersburg	29.29	*1.91	2.16	2.08	35.44
Gulf Power Company	6.76				
Jacksonville Traction Co.	39.957	15.729	4.563	1.018	61.267
Tampa Electric Company	45.00	2.94	5.01	.96	53.91
The Miami Beach Railway Co...	28.13	4.68	1.35	.79	34.95

*Includes .38 miles of all other main tracks.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1932
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

ITEM	City of Coral Gables	City of St. Petersburg	Gulf Power Company	Jacksonville Traction Company	Tampa Electric Company	The Miami Beach Railway Company
Passenger Car Mileage	214,206	1,071,386	43,612	2,796,891	2,918,490	1,547,490
Freight, Mail and Express Car Mileage			3,941			
Total Car Mileage	214,206	1,074,386	47,553	2,796,891	2,918,490	1,547,490
Passenger car-hours	13,505	101,784	3,171	321,896	337,628	176,551
Freight, Mail and Express car-hours			588			
Total car-hours	13,505	101,784	3,759	321,896	337,628	176,551
Regular fare passengers carried	494,048	1,840,459	30,052	10,215,309	10,634,916	4,898,482
Revenue transfer passengers carried						
Total revenue passengers carried	494,048	1,840,459	30,052	10,215,309	10,634,916	4,898,482
Free transfer passengers carried				2,288,487	2,408,423	802,352
Total passengers carried	494,048	1,840,459	30,052	12,503,796	13,043,339	5,700,834
Employees and others carried free	977		137	37,439	112,526	27,197
Passenger revenue	\$44,172.97	\$136,503.47	\$ 2,079.99	\$664,847.84	\$523,608.28	\$286,961.65
Average fare, revenue passengers	.89410	.07420	.06921	.06508	.04923	.05858
Average fare, all passengers incl. transfer	.89410	.07420	.06921	.05317	.04014	.05034
Total revenue from transportation	44,172.97	136,723.40	7,284.67	665,074.34	523,908.53	326,732.49
Revenue from transportation per car-mile	.20621	.12700	.15319	.23779	.17951	.21114
Revenue from transportation per car-hour	3.27085	1.34300	1.93793	2.06612	1.55173	1.85064
Total revenue from other railway operations		5,306.96	*40.28	4,463.85	3,528.88	1,916.20
Revenue from other railway operations;						
per car-mile		.00500	*.00085	.00160	.00121	.00124
per car-hour		.05200	*.01072	.01387	.01045	.01085
Total Operating Revenues	44,172.97	142,030.36	7,244.39	669,538.19	527,437.41	328,648.69
Operating revenues per car-mile	.20621	.13200	.15234	.23939	.18072	.21238
Operating revenues per car-hour	3.27085	1.39500	1.92721	2.07998	1.56219	1.86149
Total Operating Expenses	47,506.62	216,649.52	12,255.00	506,261.16	554,642.57	321,430.34
Operating expenses per car-mile	.22177	.20160	.25771	.18101	.19004	.20771
Operating expenses per car-hour	3.51689	2.12800	3.26018	1.57275	1.64276	1.82061

Does not include Motor Bus Operations.
 *Denotes debit item.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE COMPANY

ASSETS	(1) Clyde Steamship Company	(2) Clyde- Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews & Gulf Steamship Company	The Florida Railroad and Navigation Corporation
Investment in real property and equipment	\$4,523,203.14	\$12,832,664.50	\$71,754.83	\$44,865.63	\$ 166,375.91
Reserves for accrued depreciation—credit	2,482,372.41	7,405,695.89	24,721.28	32,487.25	35,397.03
Trust deposits for mortgaged property released	1,000.00	2,000.00			
Securities of transportation system corporations—unpledged	5,391,680.38	5,036,878.88			
Long-term advances to transportation system corporations	39,394.76				466,973.85
Miscellaneous investments					147,657.33
Intangible assets					456,742.81
Cash	98,374.74	182,814.14	890.34	23,306.34	244.38
Marketable securities	1,207.32	1,673.38	2,875.00	10,500.00	
Loans and bills receivable	3,582.36	46,262.36	2,215.51	1,661.03	
Traffic balances owed by other companies	26,896.08	57,472.54	360.86		
Net balance due from agents, pursers & stewards	33,646.79	95,881.86	82.25	1,767.69	
Insurance claims against underwriters	143,527.24	119,148.97			
Miscellaneous accounts receivable ..	123,540.90	381,724.53	8,592.27	1,898.80	

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE COMPANY—(Continued)

Material and supplies	123,484.13	105,514.50	155.92	1,461.88	79.76
Unmatured dividends and interest receivable	482.66	306.07			
Temporary advances	13,166.50	16,341.50			
Rents paid in advance	27,937.95	37,955.24			
Insurance premiums paid in advance	165,557.75	302,089.47			1,344.31
Special deposits	25.00	835.00		25.00	
Insurance & other reserve fund assets	86,125.59	144,286.22			
Open voyage expenses		65,528.54			
Other deferred debit items	46,831.05	63,527.40			
Grand Total	\$8,367,291.93	\$12,087,209.21	\$62,205.70	\$52,999.12	\$1,204,021.32

LIABILITIES

Capital stock	\$7,000,000.00	\$ 3,600,000.00	\$65,147.18	\$25,000.00	\$ 10,000.00
Funded debt		1,286,000.00			1,000,000.00
Obligations for long-term advances received	2,300,000.00	3,540,000.00			827,079.12
Loans and bills payable	588,000.00	1,049,693.19	2,701.89		9,000.00
Audited vouchers and wages unpaid	161,500.45	403,343.88			834.50
Traffic balances owed to other companies	9,006.18	41,229.62	32.82		
Miscellaneous accounts payable	790,831.70	1,001,447.50	1,647.02	2,465.43	
Matured dividends and interest unpaid	225.00	1,035.00			25,000.00
Matured rents unpaid	29,050.01				

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE COMPANY—(Continued)

LIABILITIES (Continued)	(1) Clyde Steamship Company	(2) Clyde- Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews & Gulf Steamship Company	The Florida Railroad and Navigation Corporation
Other working liabilities			243.15		
Unmatured dividends, interest and rents payable	27,415.00	9,829.83			
Taxes accrued	13,027.02		246.76	227.03	
Operating reserves	346,055.58	259,718.98			
Open voyage revenues		56,149.58			
Other deferred credit items	44,293.89	122,352.37			
Reserves from income or surplus	9,244.96	30,634.96			
Profit and loss—credit balance	*2,951,357.86	685,774.30	*7,813.12	25,306.66	*667,892.30
Grand Total	\$8,367,291.93	\$12,087,209.21	\$62,205.70	\$52,999.12	\$1,204,021.32

(1) Ceased operating May 31, 1932.

(2) Commenced operations June 1, 1932.

*Indicates debit balance or deficit.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1932
PROFIT AND LOSS BALANCES AND INCOME ACCOUNTS DETAILED

NAME OF ACCOUNT	(1) Clyde Steamship Company	(2) Clyde- Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews and Gulf Steamship	The Florida Railroad and Navigation Corporation
PROFIT AND LOSS ACCOUNT					
Balance at beginning of year	\$*2,781,539.04	\$ 1,461,217.28	\$*2,925.89	\$26,432.56	\$*559,471.22
Current profit and loss, year 1932	*196,846.25	*1,060,482.80	*1,685.45	1,374.10	*68,469.72
Credit balance transferred in consolidation		14,446.70			
Real property and equipment credits		4,890.16			
Delayed income credits	27,309.05				
Miscellaneous credits	18.38	356,802.85			368.88
Dividend appropriations of surplus				2,500.00	
Miscellaneous appropriations of surplus		21,390.00			
Real property and equipment debits		11,989.78			40,320.24
Delayed income debits		5,493.23			
Miscellaneous debits	300.00	52,226.88	3,201.78		
Profit and loss balance, December 31, 1932.....	\$*2,951,357.86	\$ 685,774.30	\$*7,813.12	\$25,306.66	\$*667,892.30

*Indicates debit item or deficit

(1) Ceased operating May 31, 1932.

(2) Commenced operations June 1, 1932.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1932
PROFIT AND LOSS BALANCES AND INCOME ACCOUNTS DETAILED
(CONTINUED)

INCOME ACCOUNT—DETAILS	(1) Clyde Steamship Company	(2) Clyde- Mallory Lines	Kinzie Brothers Steamer Line	Pensacola St. Andrews and Gulf Steamship Company	The Florida Railroad and Navigation Corporation
Freight revenue	\$ 1,354,024.24	\$ 2,645,835.41	\$ 4,424.08	\$61,639.02	\$
Passenger revenue	886,429.47	878,927.38	3,080.25	267.08	.....
Other transportation revenue	97,631.38	126,323.83	8,743.94	.....	212.31
Revenue from operations other than transportation	32,714.13	56,840.27	.....	22.75	.....
Charter revenue	65,078.78	*8,133.50	.....	.....	.....
Total water-line operating revenues	\$ 2,435,878.00	\$ 3,699,793.84	\$16,248.27	\$61,928.85	\$ 212.31
Maintenance of equipment	\$ 232,034.55	\$ 562,458.90	\$ 5,283.66	\$ 8,895.41	\$ 16,015.28
Maintenance of terminals	56,646.92	147,543.04	32.50	198.48	.....
Traffic expenses	216,321.40	383,487.96	420.33	139.50	.....
Transportation expenses	1,346,266.51	2,274,220.52	11,217.59	41,780.80	.....
General expenses	255,170.39	502,837.94	3,460.49	6,290.96	2,084.52
Charter expenses	307,576.31	421,945.02	.....	.....	.....
Total operating expenses	\$ 2,414,016.08	\$ 4,292,493.38	\$20,414.57	\$57,305.15	\$ 18,099.80
Net revenue from water line operations	\$ 21,861.92	\$ *592,699.54	\$*4,166.30	\$ 4,623.70	\$ *17,887.49
Auxiliary operations—revenues	\$	\$	\$ 2,446.26	\$	\$
Auxiliary operations—expenses .....	.....	.....	110.17	.....	.....
Net revenue from auxiliary operations	\$	\$	\$ 2,336.09	\$	\$

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1932
PROFIT AND LOSS BALANCES AND INCOME ACCOUNTS DETAILED
(CONTINUED)

Net water line operating revenue	\$ 21,861.92	\$ *592,699.54	\$ *1,830.21	\$ 4,623.70	\$ *17,887.49
Water line tax accruals	24,832.99	28,668.86		1,509.77	348.00
Water line operating income	\$ *2,971.07	\$ *621,867.90	\$ *1,830.21	\$ 3,113.93	\$ *18,235.49
Total other income	8,259.00	2,188.75	144.76	511.37	825.00
Gross income	\$ 5,287.93	\$ *619,179.15	\$ *1,685.45	\$ 3,625.30	\$ *17,410.49
Deductions from gross income	202,134.18	441,303.65		2,251.20	51,059.23
Net income transferred to profit and loss	\$ *196,846.25	\$ *1,060,482.80	\$ *1,685.45	\$ 1,374.10	\$ *68,469.72

(1) Ceased operating May 31, 1932.

(2) Commenced operations June 1, 1932.

*Indicates debit item or deficit.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1932
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA

NAME OF COMPANY	BUSINESS ADDRESS	TERRITORY SERVED IN GENERAL
Clyde Steamship Company	Pier 36, North River, New York, N. Y.	Operates ocean going steamers out of Boston, New York, Wilmington, Charleston, Jacksonville, Miami and New Orleans.
Clyde-Mallory Lines	Pier 36, North River, New York, N. Y.	Operates ocean going steamers out of Boston, New York, Charleston, Jacksonville, Miami, Tampa, Mobile, New Orleans and Galveston.
Kinzie Brothers Steamer Line	46 City Dock, Ft. Myers, Fla.	Operates Ft. Myers to Captiva and from Punta Rassa to Sanibel, Florida.
Pensacola, St. Andrews & Gulf, Steamship Company	Pensacola, Florida.	Operates steamers between Pensacola, Panama City, Apalachicola and Carabelle, Florida, and Mobile, Ala.
The Florida Railroad and Navigation Corporation	220 W. 42nd Street, New York, N. Y.	No operations in 1932.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR
YEAR 1932—GENERAL BALANCE SHEET—ENTIRE COMPANY

ASSETS	Western Union Telegraph Company	Postal Telegraph- Cable Company
Investment in plant and equipment	\$326,547,818.38	\$ 50,000.00
Construction work in progress	7,097,430.34	.....
Investment securities	9,151,456.99	.....
Long-term advances receivable	1,180,000.00	.....
Miscellaneous investments	111,734.46	.....
Working assets and accrued income	27,985,626.80	377,627.36
Deferred debit items	2,274,790.94	.....
Grand Total	\$374,848,357.91	\$427,627.36

LIABILITIES

Capital stock	\$104,527,969.16	\$ 50,000.00
Capital stock of subsidiary companies	1,761,750.00	.....
Premiums on capital stock	1,163,350.00	.....
Funded debt	107,905,000.00	.....
Working and accrued liabilities	12,722,350.81	944,633.28
Deferred credit items	48,850,065.08	.....
Appropriated surplus	9,550,073.80	.....
Profit and loss	87,867,799.06	*567,005.92
Grand Total	\$374,848,357.91	\$427,627.36

*Deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR
YEAR 1932—PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

	Western Union Telegraph Company	Postal Telegraph- Cable Company
Balance at beginning of year, credit	\$ 92,169,701.46	\$
Miscellaneous credits	266,499.87	2,440.00
Balance at December 31, 1932, debit ....	.....	567,005.92
Total	\$ 92,436,201.33	\$569,445.92
Balance at beginning of year, debit	\$	\$163,848.80
Balance transferred from income	842,595.43	405,597.12
Dividend appropriations of surplus	1,045,026.00	.....
Miscellaneous debits	2,680,780.84	.....
Balance at December 31, 1932, credit	87,867,799.06
Total	\$ 92,436,201.33	\$569,445.92

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STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1932—INCOME ACCOUNT—ENTIRE COMPANY

ITEMS	Western Union Telegraph Company	Postal Telegraph- Cable Company
OPERATING INCOME		
Telegraph and cable operating revenues	\$ 83,013,712.00	\$2,634,563.92
Telegraph and cable operating expenses	73,066,927.55	2,585,553.42
Net telegraph and cable operating revenues	\$ 9,946,784.45	\$ 49,010.50
Uncollectible operating revenues	\$ 373,562.00	\$ 21,764.24
Taxes assignable to operations	3,478,000.00	119,540.24
Deductions from net operating revenues	\$ 3,851,562.00	\$ 141,304.48
Operating income	\$ 6,095,222.45	\$ 92,293.98
Non-operating income	\$ 1,568,250.99	\$ 2.00
Gross income	\$ 7,663,474.44	\$ *92,291.98
Deductions from gross income	\$ 8,494,078.87	\$ 313,305.14
Net income	\$ *830,605.48	\$ *405,597.12
Miscellaneous appropriations of income	\$ 11,990.00	\$
Amount transferred to debit of profit and loss	\$ 842,595.43	\$ 405,597.12

*Deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1932
OPERATING REVENUES AND EXPENSES, ENTIRE COMPANY
AND STATE OF FLORIDA

ITEMS	WESTERN UNION TELEGRAPH COMPANY			
	Entire Company	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—telegraph	\$71,149,664.17	\$415,089.06	\$1,193,600.87	\$1,608,689.93
Revenues from transmission—cable	6,339,402.65			
Operations other than transmission	6,756,673.72	31,921.01	70,238.51	102,159.52
Contract payments to transportation companies ..	1,232,028.54	746.03	1,292.32	2,038.35
Total Operating Revenues	\$83,013,712.00	\$446,264.04	\$1,262,547.06	\$1,708,811.10
OPERATING EXPENSES				
Maintenance expenses	\$16,154,721.85			\$ 555,522.71
Conducting operations	52,977,946.45			1,160,303.59
General expenses	3,934,259.25			83,086.32
Total Operating Expenses	\$73,066,927.55			\$1,798,912.62
Operating ratio, per cent	88.02			105.27

Note: Interstate revenues in State represents receipts or collections on interstate messages in the State of Florida, as reported by the Telegraph-cable companies. The revenue from interstate messages, etc., is not apportioned to States but is assigned to the State in which paid or collected.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1932
 OPERATING REVENUES AND EXPENSES, ENTIRE COMPANY
 AND STATE OF FLORIDA—(Continued)

ITEMS	POSTAL TELEGRAPH-CABLE COMPANY			
	Entire Company	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Revenues from transmission—telegraph	\$ 2,426,002.90	144,451.86	\$ 424,024.40	\$ 568,476.26
Operations other than transmission	208,561.02	14,687.77	8,295.69	22,983.46
Total Operating Revenues	\$ 2,634,563.92	\$159,139.63	\$ 432,320.09	\$ 591,459.72
OPERATING EXPENSES				
Maintenance expenses	\$ 466,275.57			\$ 101,827.47
Conducting operations	2,025,561.51			445,419.74
General expenses	93,716.34			20,581.19
Total Operating Expenses	\$ 2,585,553.42			\$ 567,828.40
Operating ratio, per cent	98.14			97.69

Note: Interstate revenues in State represents receipts or collections on interstate messages in the State of Florida, as reported by the Telegraph-cable companies. The revenue from interstate messages, etc., is not apportioned to States but is assigned to the State in which paid or collected.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN
OPERATION—ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Callahan Telephone Co.	Callahan, Fla.	Callahan	12	13	-----	-----	-----	25
		Hilliard	5	19	-----	-----	-----	24
Cottondale Telephone Co.	Cottondale, Fla.	Cottondale	22	-----	-----	-----	-----	22
Florida Telephone Corpn.	Orlando, Fla.	Alachua	31	4	3	14	-----	52
		Apopka	64	68	12	-----	-----	144
		Bushnell	30	13	-----	-----	-----	43
		Clermont	59	11	1	3	-----	74
		Crescent City	81	17	5	-----	-----	103
		Crystal River	20	5	-----	-----	-----	25
		Dade City	94	63	3	-----	-----	160
		Eustis	254	24	14	-----	-----	292
		Groveland	42	5	4	-----	-----	51
		Hastings	31	51	7	-----	-----	89
		High Springs	65	-----	-----	-----	-----	65
		Inverness	56	-----	1	-----	-----	57
		Jasper	55	3	1	-----	-----	59
		Kissimmee	172	24	16	-----	-----	212
		Lake Butler	15	3	-----	16	-----	34
		Leesburg	403	110	42	-----	16	571
		Live Oak	228	10	5	-----	-----	243
		Mayo	16	-----	-----	-----	-----	16

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Gulf Telephone Company Hampton Telephone Co. Inter-County Telephone Co.	Perry, Fla. Hampton, Fla. Ft. Myers, Fla.	Mount Dora	125	41	5	-----	-----	171
		Ocala	772	95	98	7	189	1,161
		St. Cloud	34	7	-----	-----	-----	41
		Tavares	79	17	15	-----	9	120
		Umatilla	51	11	1	-----	-----	63
		White Springs	13	-----	-----	-----	-----	13
		Wildwood	25	11	3	-----	-----	39
		Williston	32	3	1	5	-----	41
		Winter Garden	146	81	18	-----	-----	245
		Perry	181	26	9	5	64	285
		Hampton	3	7	-----	-----	-----	10
		Arcadia	297	77	45	-----	108	257
		Avon Park	183	14	28	-----	131	356
		Bowling Green	17	1	1	-----	-----	19
		Boca Grande	36	-----	8	-----	242	286
		Everglades	38	3	9	-----	-----	50
		Fort Meade	97	9	5	3	-----	114
		Fort Myers	683	29	118	-----	468	1,298
		LaBelle	22	2	2	-----	-----	26
		Lake Placid	38	-----	10	-----	106	154
		Moore Haven	32	2	1	-----	-----	35

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN
OPERATION—ALL COMPANIES—(Continued)

		Naples	15	7	2	-----	24
		Okeechobee	81	13	2	-----	156
		Punta Gorda	173	2	17	-----	438
		Sebring	207	14	26	1 515	763
		Wauchula	172	29	17	-----	218
		Maccleenny	43	12	-----	-----	55
		McIntosh	35	52	-----	-----	87
		Milton	110	45	10	10	175
		Molino	6	14	-----	-----	20
		Orange City	44	-----	4	-----	48
		Auburndale	96	-----	13	-----	109
		Bartow	563	58	159	-----	800
		Bradenton	1,173	362	200	-----	2,112
		Clearwater	752	484	409	1,042	2,687
		Frostproof	114	55	19	-----	200
		Haines City	244	100	70	-----	419
		Lakeland	1,673	494	181	323	2,671
		Lake Wales	431	238	169	195	1,033
		Largo	48	77	19	-----	144
		Mulberry	83	15	8	-----	106
		New Port Richey	82	1	8	-----	141
		Plant City	493	171	80	-----	835
		St. Petersburg	4,740	50	742	3,213	8,745
		Sarasota	690	473	244	308	1,715
		Tampa	13,109	665	2,278	2,483	18,535
		Tarpon Springs	265	43	28	-----	336
		Venice	34	6	5	-----	105
Maccleenny Telephone Co.	Maccleenny, Fla.						
McIntosh Telephone Co.	McIntosh, Fla.						
Milton Telephone Co.	Milton, Fla.						
Molino Telephone Co.	Molino, Fla.						
Orange City Telephone Co.	Orange City, Fla.						
Peninsular Telephone Co.	Tampa, Fla.						

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Quincy Telephone Co.	Quincy, Fla.	Winter Haven	656	216	167		147	1,186
Riverside Telephone Co.	Blountstown, Fla.	Quincy	415	101	62			578
		Blountstown	44	7	3			54
		Wewahitcha	5					5
Ruskin Tel. E. L. & P. Co.	Ruskin, Fla.	Ruskin	13		2			15
St. Joseph Tel. & Tel. Co.	Port St. Joe, Fla.	Apalachicola	71	3	5			79
		Port St. Joe	16					16
		River Junction	69		1			70
Southeastern Telephone Company of America	155 West Clark St. Chicago, Ill.	Bonifay	64					64
		Crestview	61		2			63
		DeFuniak Springs	268		14	13		295
		Greenville	21					21
		Madison	192		7	25		224
		Monticello	177		2			179
		Ponce de Leon	18			1		19
		Valparaiso	26					26
Southern Bell T. & T. Co.	Atlanta, Ga.	Baldwin	12		2			14
		Boynton	28		3			31
		Brooksville	233		20			253
		Bunnell	40		2			42
		Cedar Key	14		2			16

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN
OPERATION—ALL COMPANIES—(Continued)

	Chipley	133	4		137
	Cocoa	248	19	96	363
	Cross City	43	8		51
	Daytona Beach	2,039	384	5 1,429	3,857
	DeLand	669	106	320	1,095
	Delray	108	15	312	435
	Dunnellon	80	1		81
	Eau Gallie	25	2	68	95
	Fernandina	177	21	1	199
	Ft. Lauderdale	496	81	198	775
	Ft. Pierce	469	48	5 146	668
	Gainesville	1,315	183	1 371	1,870
	Geneva	29	1		30
	Graceville	56	1	4	61
	Green Cove Springs	75	3		78
	Havana	68	1		69
	Hawthorne	17	1		18
	Hollywood	182	33	405	620
	Homestead	173	9		182
	Jacksonville	13,963	2,623	4 4,140	20,730
	Jacksonville Beach	76	6	57	139
	Jensen	26	2		28
	Kelsey City	28	3	15	46
	Key West	608	65	120	793
	Lake City	374	28	21 177	600
	Lake Worth	216	24	19	259
	Longwood	21			21

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBER'S STATIONS IN
OPERATION—ALL COMPANIES—(Continued)

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	Total
Southern Tel. & Const. Co.	Tallahassee, Fla.	Lynn Haven	66	-----	4	-----	-----	70
		Melbourne	111	-----	9	6	77	203
		Miami	10,670	-----	2,626	-----	11,141	24,437
		Micanopy	34	-----	2	-----	-----	36
		New Smyrna	245	-----	29	2	-----	276
		Orange Park	25	-----	5	-----	-----	30
		Orlando	3,255	-----	695	29	1,266	5,245
		Oviedo	40	-----	1	-----	-----	41
		Pahokee	96	-----	8	-----	-----	104
		Palatka	527	-----	95	12	93	727
		Panama City	404	-----	44	-----	179	627
		Penny Farms	5	-----	3	-----	-----	8
		Pensacola	2,994	-----	394	5	447	3,840
		Pompano	57	-----	1	-----	-----	58
		St. Augustine	1,466	-----	200	7	647	2,320
		Sanford	1,032	-----	134	2	56	1,224
		Stuart	121	-----	25	-----	19	165
		Titusville	112	-----	12	-----	-----	124
		Vero Beach	164	-----	17	-----	63	244
		West Palm Beach	3,034	-----	1,157	-----	2,646	6,837
		Tallahassee	1,434	57	201	-----	231	1,923

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
NAME OF COMPANY, BUSINESS ADDRESS, E XCHANGES AND SUBSCRIBER'S STATIONS IN
OPERATION—ALL COMPANIES—(Continued)

Starke Telephone Co.	Starke, Fla.	Starke	110	-----	6	-----	116
Waldo Telephone Co. *	Starke, Fla.	Waldo	9	-----	1	-----	10
West Florida Tel. & Tel. Co.	Marianna, Fla.	Marianna	206	-----	21	-----	227
West Putnam Telephone Co.	Interlachen, Fla.	Interlachen	7	31	-----	-----	38
Winter Park Tel. Co.	Winter Park, Fla.	Winter Park	468	80	101	-----	77
TOTAL			80,984	4,854	14,957	208	35,295
			136,298				

**Waldo Telephone Company ceased operations July 1, 1932.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—CLASS "A", "B" AND "C"—ENTIRE COMPANY

NAME OF COMPANY	ASSETS					
	Class	Plant and Equipment	Other Investments and Advances	Working Assets Accrued Income	Deferred Debit Items	Total Assets
Florida Telephone Corporation	B	\$ 1,026,917.86	\$ 447,693.28	\$ 78,434.14	\$ 112,495.36	\$ 1,665,540.64
Gulf Telephone Company	C	35,254.59		661.42		35,916.01
Inter County Tel. & Tel. Co.	B	1,870,930.15		50,875.38	3,304.73	1,925,110.26
Milton Telephone Exchange	C	36,090.37		8,120.52		44,210.89
Peninsular Telephone Company	A	11,015,860.06	312,917.75	2,337,278.78	225,463.11	13,891,519.70
Quincy Telephone Company	C	82,556.13		17,774.78	1,104.00	101,434.91
St. Joseph Tel. & Tel. Co.	C	73,728.20		25,019.26	129.06	98,876.52
Southeastern Tel. Co., America	B	408,587.11		30,737.36	2,018.82	441,343.29
Southern Bell Tel. & Tel. Co.	A	229,146,943.70	3,980,297.35	11,674,598.75	1,871,234.87	246,673,074.67
Southern Tel. & Const. Co.	B	255,424.04		63,632.82	991.64	320,048.50
West Florida Tel. & Tel. Co.	C	43,729.96		824.75		44,554.71
Winter Park Telephone Co.	C	188,587.43		27,391.90	3,503.74	219,483.01
Total		\$244,184,609.60	\$4,740,908.38	\$14,315,349.86	\$2,220,246.33	\$265,461,113.17

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
INCOME ACCOUNT—CLASS "A," "B" AND "C" COMPANIES—(Continued)

NAME OF COMPANY	LIABILITIES					
	Capital Stock or Proprietor's Account	Funded Debt, Notes Payable	Working and Accrued Liabilities	Deferred Credit Items	Surplus Account	Total Liabilities
Florida Telephone Corporation	\$ 885,500.00	\$ 604,000.00	\$ 66,574.62	\$ 105,273.30	\$ 4,192.72	\$ 1,665,540.64
Gulf Telephone Company	10,000.00	6,812.71	424.94	14,050.30	4,628.36	35,916.01
Inter County Tel. & Tel. Co.	450,000.00	1,122,791.20	51,897.77	279,720.82	20,700.47	1,925,110.26
Milton Telephone Exchange	29,880.46		1,366.57	12,963.86		44,210.89
Peninsular Telephone Company	6,254,851.57	4,492,500.00	349,524.22	2,549,105.80	245,538.11	13,891,519.70
Quincy Telephone Company	55,500.00	12,800.00	1,192.85	20,716.98	11,225.08	101,434.91
St. Joseph Tel. & Tel. Co.	50,000.00		3,437.53	24,830.86	20,608.13	98,876.52
Southeastern Tel. Co., America	362,609.73		46,585.40	40,632.54	*8,484.38	441,343.29
Southern Bell Tel. & Tel. Co.	124,999,000.00	62,827,530.00	12,563,254.42	39,361,511.95	6,921,778.30	246,673,074.67
Southern Tel. & Const. Co.	100,000.00		10,799.37	68,418.07	140,831.06	320,048.50
West Florida Tel. and Tel. Co.	20,000.00	809.51		16,884.66	6,860.54	44,554.71
Winter Park Telephone Co.	164,700.00	4,190.54	9,759.24	39,642.10	1,191.19	219,483.07
Total	\$133,382,041.70	\$69,071,433.96	\$13,104,816.93	\$42,533,750.94	\$7,369,069.58	\$265,461,113.17

*Indicates debit item or deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
INCOME ACCOUNT—CLASS "A," "B" AND "C" COMPANIES

NAME OF COMPANY	Telephone Operating Revenues	Telephone Operating Expenses	Net Telephone Operating Revenue	Uncollectible Operating Revenues	Taxes Assignable Operations	Deductions From Net Operating Revenues
Florida Telephone Corporation	\$ 211,792.95	\$ 116,812.39	94,980.59	\$ 4,191.57	\$ 23,413.94	\$ 27,605.51
Gulf Telephone Company	9,313.51	8,445.35	868.16		419.84	419.84
Inter County Tel. & Tel. Company	199,700.18	133,129.00	66,571.18	2,238.38	12,107.94	14,346.32
Milton Telephone Exchange	10,230.79	9,483.58	747.21		833.76	833.76
Peninsular Telephone Company	1,903,374.18	1,154,969.91	748,404.27	19,639.17	172,782.28	192,421.45
Quincy Telephone Company	22,623.17	19,534.97	3,088.20		1,330.50	1,330.50
St. Joseph Tel. & Tel. Company	13,219.97	15,325.55	*2,105.58		539.43	539.43
Southeastern Telephone Company of America	62,184.43	55,635.30	6,549.13		6,621.43	6,621.43
Southern Bell Tel. & Tel. Company	51,635,542.82	32,413,566.78	19,221,976.04	765,000.00	5,884,044.51	6,649,044.51
Southern Telephone & Construction Company	85,872.76	59,948.59	25,924.17		4,780.30	4,780.30
West Florida Tel. & Tel. Company	12,997.79	12,831.02	166.77		555.81	555.81
Winter Park Telephone Company	35,244.52	20,505.58	14,738.94		3,736.87	3,736.87
Total	\$54,202,097.07	\$34,020,187.99	\$20,181,909.08	\$791,069.12	\$6,111,166.61	\$6,902,235.73

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
INCOME ACCOUNT—CLASS "A," "B" AND "C" COMPANIES—(Continued)

NAME OF COMPANY	Operating Income	Non- Operating Income	Gross Income	Deductions From Gross Income	Net Income	Appropri- ations of Income	Balance Transferred to Profit and Loss
Florida Telephone Corporation	\$ 67,375.08	\$ 27,538.48	\$ 94,913.56	\$ 65,654.08	\$ 29,259.48	\$ 29,116.94	\$ 142.54
Gulf Telephone Company	448.32		448.32	228.32	220.00		220.00
Inter County Tel. & Tel. Company	52,224.86	1,910.07	54,134.93	72,288.37	*18,153.44		*18,153.44
Milton Telephone Exchange	*86.55		*86.55	65.75	*152.30		*152.30
Peninsular Telephone Company	555,982.82	68,734.83	624,717.65	282,366.91	342,350.74	245,000.00	97,350.74
Quincy Telephone Company	1,757.70		1,757.70	941.02	816.68		816.68
St. Joseph Tel. & Tel. Company	*2,645.01		*2,645.01		*2,645.01		*2,645.01
Southeastern Telephone Company of America	*72.30	324.84	252.54	4,237.25	*3,984.71		
Southern Bell Tel. & Tel. Company	12,572,931.53	374,556.48	12,947,488.01	5,311,267.78	7,636,220.23	7,636,220.23	3,984.71
Southern Telephone & Construction Company	21,143.87	1,411.52	22,555.39	340.12	22,215.27		22,215.27
West Florida Tel. & Tel. Company	*389.04		*389.04		*389.04		*389.04
Winter Park Telephone Company	11,002.07	240.00	11,242.07	10,800.76	441.31		441.31
Total	\$13,279,673.35	\$474,716.22	\$13,754,389.57	\$5,748,190.36	\$8,006,199.21	\$7,910,337.17	\$95,862.04

*Indicates debit item or deficit.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1932
INCOME ACCOUNT—CLASS "D" COMPANIES

NAME OF COMPANY	Total Operating Revenue	Operating Expenses	Taxes	Interest and Miscellaneous Deductions	Net Income
Callahan Telephone Company	\$ 1,924.25	\$ 1,618.25	\$ 84.06	\$ 106.08	\$ 115.86
Cottrandale Telephone Company	1,151.05	1,318.89	85.80	.....	*248.64
Hampton Telephone Company	776.17	687.46	36.36	.....	52.35
Maccleenny Telephone Company	1,269.99	818.80	34.08	100.00	317.11
McIntosh Telephone Company	3,417.93	4,774.00	101.25	115.92	*1,573.24
Molino Telephone Company	723.36	905.36	53.24	**96.00	*139.24
Orange City Telephone Company	1,820.01	2,272.82	54.93	28.39	*536.13
Riverside Telephone Company	4,732.69	7,271.89	150.46	806.66	*3,496.32
Ruskin Telephone, Electric Light & Power Co.....	693.48	724.33	3.73	.....	*34.58
Starke Telephone Company	5,636.61	5,279.61	432.35	520.00	*595.35
Waldo Telephone Company (1)	389.50	495.00	.....	.....	*105.50
West Putnam Telephone Company	1,087.35	1,266.90	95.24	.....	*274.79
Total	\$23,622.89	\$27,428.31	\$1,131.50	\$1,581.05	*\$6,518.47

(1) Ceased operations July 1, 1932.

*Indicates debt item or deficit.

**Indicates credit item—represent miscellaneous income.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
A. B. C. Transfer Company	\$ 4,765.57	\$ 100.00			\$ 2,821.47	\$ 105.00		\$ 7,792.04
Adams Truck Line	5,715.36			25.00	1,725.08	242.28		7,707.72
Akins, W. L. Transportation Company	7,571.00				3,287.56	596.30		11,454.86
Akins, W. L. Transportation Co., Inc.	3,372.00				1,377.09	359.33	453.44	5,561.86
Bee Line Transfer Company	7,258.54				1,977.59	184.86		9,420.99
Brown Motor Freight & Boat Lines, Inc.	21,570.56	11,531.43			6,552.07	1,131.89		40,785.95
C. & H. Transfer	850.00	8,500.00			*53.68	75.00		9,371.32
Central Truck Lines, Inc.	87,939.74				17,229.58	980.86		106,150.18
Coast to Coast Truck Express Co.	23,943.23		1,500.00	105.00	7,345.09	2,462.95		35,356.27
Davis Truck Line ***	5,553.50				13.69	165.68		5,732.87
Davis Truck Line ****	5,553.50					232.42		5,785.92
Edwards Line	8,044.00	1,000.00			1,758.58	409.10		11,211.68
Elliott-Young Consolidated	26,411.86		7,500.00		2,682.93	1,275.18		37,869.97
Five Transportation Company	29,376.87				3,239.91	300.56		32,917.34
Fogarty Brothers Transfer, Inc.	18,582.13	1,643.17			1,649.93	1,960.65		23,835.88
Georgia-Florida Freight Lines, Inc.	13,516.13				1,142.57	273.50		14,932.20
Green Brothers Transfer Company	5,272.73				245.52			5,518.25
Griffis Truck Line	791.00				548.05	84.25		1,423.30
Hansberger Motor Transportation Co., Inc.	33,312.45			157.50	2,592.95	2,078.99		38,141.89
Hartline Line	3,910.00				180.04	75.00		4,165.04
Highway Transportation Company	1,258.75				103.59	107.22	7.53	1,477.09
Holstun, L. W., Truck Line	850.00				382.07	208.76		1,440.83
Hunt Truck Line	4,124.63				2,974.50	209.96		7,309.09

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
Independent Transfer Company	6,078.50				1,183.83	397.04		7,659.37
Indiana Highway Express, Inc.	6,267.50		3,400.00		1,044.27	216.30		10,928.07
Jacksonville Beach Truck Line	905.00					137.74		1,042.74
Kennedy, A. V. & Company	1,339.47				9.72	149.74		1,498.93
L. & L. Freight Lines, Inc.	33,044.19				8,201.95	756.39		42,002.53
Lanes Transfer Company	6,036.88			26.25	1,378.06	207.43		7,648.62
Leigh Truck Line	900.00				31.40	156.58		1,087.98
McLeod Line, Inc.	12,324.65				1,919.33	83.39		14,327.28
M. & E. Transfer Company	4,810.00				282.25	75.00		5,167.25
Matthews Truck Line	3,392.00				1,000.00	655.27		5,047.27
Miami-Key West Express	6,898.00				25.00	408.38		7,331.38
Moore, Batsford & Son Transfer Co.	11,150.00				184.68	75.60		11,409.68
Perry Truck Line	5,257.00				827.56	21.80		6,106.36
Peters Transfer & Truck Line	900.00				953.80	192.00		1,955.80
Peters Truck Line	900.00				511.69	129.50		1,541.19
Pittman Truck Line	3,205.77			150.00	54.75	75.00		3,485.52
Public Highway Transport, Inc.	11,926.21			34.05	6,288.62	152.98		18,401.86
Ramsey Brothers Truck Line	2,867.15				228.29	208.90		3,304.34
Red Line Transportation Company	8,350.44			50.00	385.48	382.57		9,168.49
St. Johns River Line Company	11,372.62	111,019.38			24,412.63	3,569.81	22,241.24	172,615.68
Star Truck Line	18,818.27			78.75	2,532.39	290.32		21,719.73
Strickland Transportation Co., Inc.	36,961.51			115.00	6,533.87	5,243.53		48,858.91
Tarpon Truck Line	1,025.00	4,500.00			6,010.00	126.93		11,661.93
Union Express Freight Company	9,178.00			75.00	29.86	447.77		9,730.63
University City Transfer Co., Inc.	11,368.80				5,648.82	361.77		17,379.39
Total Truck Operations— Common Carrier	\$ 534,820.51	\$138,293.98	\$12,400.00	\$ 816.55	\$129,454.43	27,955.79	\$22,702.21	\$866,443.47

***Period January 1 to March 31, 1932.

****Period August 1 to September 26th, 1932.

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR BUS OPERATIONS									
Atlantic Greyhound Lines of Ga., Inc.	\$ 99,650.00	\$	\$	\$	\$ 67,284.24	\$ 1,181.33	\$	\$ 168,115.57	
Bailey's Bus Line	4,470.35				44	75.00		4,545.79	
Coastal Transport Company	12,313.85				23,981.30	666.88	55.39	37,017.42	
Coleman Motor Lines	30,260.00				961.81	357.00		31,578.81	
Colonial Stages South, Inc.	709,845.38				70,414.33	3,479.08	2,605.44	786,344.23	
East Coast Stages, Inc.	600,544.49	149,639.26	6,250.00	555.00	46,785.47	14,871.90	6,571.04	825,217.16	
Florida Motor Lines, Inc.	1,290,201.25	24,501.00		675.50	79,732.67	12,943.78	18,307.00	1,426,361.20	
Glades "K" Motor Lines	1,657.60				118.19	278.63		2,054.42	
Green's Taxi & Baggage Transfer	1,700.00				388.35	75.00		2,163.35	
Gulf Coast Motor Lines, Inc.	3,833.48				2,365.15	75.00		6,273.63	
Gulf Crescent Motor Lines, Inc.	796.43					75.00		871.43	
Hawsey Bus Service	795.00					175.00		970.00	
Jacksonville-Waycross Motor Line	7,950.00				125.95	171.05		8,247.00	
Lee's Coach Lines	11,975.00				161.07	75.00		12,211.07	
McJunkin, Wayne F.	12,713.50				188.12	1,021.00		13,922.62	
St. Andrews Bay Transportation Co.	23,408.49				7,624.37			31,032.86	
Southeastern Greyhound Lines, Inc.	274,833.54	55,140.24		594.63	111,411.80	8,946.01	6,177.75	457,103.97	
Southern Tours, Inc.	34,814.21			10.00	1,083.73	515.75		36,423.69	
Tallahassee-Monticello Bus Line	761.00					169.88		930.88	
Tamiami Trail Tours, Inc.	214,395.99			135.00	7,554.18	1,250.91	122.34	223,458.42	
Teche Lines, Inc.	1,033,619.50	2,305.00			94,642.89	26,724.55		1,157,291.94	
Town of Pass-a-Grille Beach Bus Line	4,248.61					75.00		4,423.61	
Union Bus Company	244,419.95	20,799.47		145.00	6,999.78	2,812.31		275,176.51	
Total Bus Operations— Common Carrier	\$4,619,307.62	\$252,384.97	\$6,250.00	\$2,115.13	\$521,823.84	\$76,015.06	\$33,838.96	\$5,511,735.58	

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	LIABILITIES							
	Corporate Capital Liabilities	Non- Corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus
A. B. C. Transfer Company	\$ 8,700.00			\$ 47.00			\$ 2,659.16	\$ *3,614.12
Adams Truck Line		1,256.05		2,735.85	89.74		3,626.08	
Akins, W. L. Transportation Company		4,877.94	269.36	811.11	314.37		5,182.08	
Akins, W. L. Transportation Co., Inc.	5,000.00		134.68		128.56		1,979.67	*1,681.05
Bee Line Transfer Company		6,437.53		368.95			2,614.51	
Brown Motor Freight & Boat Lines, Inc.	17,978.28		2,245.02	6,955.57	124.68		16,199.94	*2,717.54
C. & H. Transfer		1,082.32			14.00		8,275.00	
Central Truck Lines, Inc.	50,000.00		9,304.30	13,933.39	1,117.21	2,096.89	27,332.61	2,365.78
Coast to Coast Truck Express Co.	15,000.00		5,036.58	6,617.44	652.29		13,218.37	*5,168.41
Davis Truck Line ***		2,563.65	408.00	24.00	95.09		2,642.13	
Davis Truck Line ****		1,996.94		477.63	116.95		3,194.40	
Edwards Line		3,175.79	2,412.76	1,842.20	90.13		3,690.80	
Elliott-Young Consolidated	15,000.00			9,243.58	135.00	445.36	14,752.56	*1,706.53
Five Transportation Company		3,855.74	1,950.00	2,781.99	100.00		17,229.70	
Fogarty Brothers Transfer, Inc.	6,000.00			2,249.34	70.19		11,582.81	3,933.54
Georgia-Florida Freight Lines, Inc.	4,000.00		6,704.50	7,664.76	241.77		1,827.47	*5,506.24
Green Brothers Transfer Company		600.92					4,917.33	
Griffis Truck Line		1,026.34			54.20		342.76	
Hansberger Motor Transportation Co., Inc.	10,000.00		3,297.43	8,314.47	4,625.10		16,836.89	*4,932.00
Hartline Line		3,094.83		235.45	39.04		795.72	
Highway Transportation Company	1,500.00			273.50			637.20	*933.61
Holstun, L. W., Truck Line		1,004.05					436.78	
Hunt Truck Line		5,754.58		432.60	66.51		1,056.00	

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932

GENERAL BALANCE SHEET—ENTIRE LINE—(Continued)

Independent Transfer Company		982.92		2,240.77		4,435.68		7,659.37
Indiana Highway Express, Inc.	7,500.00			852.04	39.96	2,978.84	*452.77	10,928.07
Jacksonville Beach Truck Line		679.77		34.25	12.00	316.72		1,042.74
Kennedy, A. V. & Company		996.09		235.12		267.72		1,498.93
L. & L. Freight Lines, Inc.	20,000.00			6,789.83	409.29	9,149.07	5,654.34	42,002.53
Lanes Transfer Company		5,105.24	668.24	1,139.52	229.63	506.00		7,648.62
Leigh Truck Line		569.18			35.00	483.80		1,087.98
McLeod Line, Inc.	9,100.00		153.03	3,667.87	204.34	7,103.64	*5,901.60	14,327.28
M. & E. Transfer Company		886.73			5.52	4,275.00		5,167.25
Matthews Truck Line		2,503.27				2,544.00		5,047.27
Miami-Key West Express		4,650.52	1,100.00	993.88	52.62	534.36		7,331.38
Moore, Batsford & Son Transfer Co.		2,714.68		2,065.00		6,630.00		11,409.68
Perry Truck Line		5,681.13				425.23		6,106.36
Peters Transfer & Truck Line		731.60		639.20		585.00		1,955.80
Peters Truck Line		606.33		274.86		660.00		1,541.19
Pittman Truck Line		1,775.59			35.18	1,674.75		3,485.52
Public Highway Transport, Inc.	4,601.00			13,366.75		3,769.96	*3,335.85	18,401.86
Ramsey Brothers Truck Line		1,209.64		1,137.10	28.86	928.74		3,304.34
Red Line Transportation Company		191.58		3,379.81	103.81	5,493.29		9,168.49
St. Johns River Line Company	72,809.08		19,840.66	34,870.04	1,871.11	36,911.95	6,312.84	172,615.68
Star Truck Line		8,127.41		4,120.43	224.29	9,247.60		21,719.73
Strickland Transportation Co., Inc.	10,000.00		19,827.77	8,431.79	569.78	18,113.21	*8,638.64	48,858.91
Tarpon Truck Line		11,589.70				72.23		11,661.93
Union Express Freight Company	16,675.00			6,783.78	189.98	1,551.91	*15,470.04	9,730.63
University City Transfer Co., Inc.	7,000.00			2,049.91	76.40	7,563.60	689.48	17,379.39
Total Truck Operations—								
Common Carrier	\$ 280,863.36	\$85,728.06	\$ 73,352.33	\$165,090.02	12,152.60	\$ 3,107.25	\$ 287,252.27	\$ *41,102.42
								\$ 866,443.47

***Period January 1 to March 31, 1932.

****Period August 1 to September 26th, 1932.

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
GENERAL BALANCE SHEET—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	LIABILITIES								Grand Total
	Corporate Capital Liabilities	Non- Corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	
Atlantic Greyhound Lines of Ga., Inc.	\$ 90,000.00	\$	\$	\$ 15,930.55	\$ 5,200.00	\$	\$	\$ 56,985.02	\$ 168,115.57
Bailey's Bus Line		*155.35		736.92	16.24		3,947.98		4,545.79
Coastal Transport Company	30,000.00			19,779.53	1,000.00			*13,762.11	37,017.42
Coleman Motor Lines		12,796.79		1,748.27	106.00		16,927.75		31,578.81
Colonial Stages South, Inc.	324,219.84		158,057.00	91,419.40	15,343.68		107,744.50	89,559.81	786,344.23
East Coast Stages, Inc.	5,000.00		536,210.00	79,816.11	6,056.96	682.93	226,098.83	*28,647.67	825,217.16
Florida Motor Lines, Inc.	223,100.00		1,430,771.82	134,066.64	609.80	10,279.21	327,425.98	*669,892.25	1,426,361.20
Glades "K" Motor Lines		*1,400.75		2,108.86	95.77		1,250.54		2,054.42
Green's Taxi & Baggage Transfer		493.85					1,669.50		2,163.35
Gulf Coast Motor Lines, Inc.	500.00						1,977.83	3,795.80	6,273.63
Gulf Crescent Motor Lines, Inc.	3,000.00						171.50	*2,300.07	871.43
Hawsey Bus Service		357.20					612.80		970.00
Jacksonville-Waycross Motor Line		4,359.26		88.69			3,799.05		8,247.00
Lee's Coach Lines		182.86			53.21		11,975.00		12,211.07
McJunkin, Wayne F.		4,622.60		108.00	58.36		9,133.66		13,922.62
St. Andrews Bay Transportation Co.	11,500.00		14,825.42			726.34	5,113.61	*1,132.51	31,032.86
Southeastern Greyhound Lines, Inc.	330,711.84			78,632.94	372.50		126,548.97	*79,162.28	457,103.97
Southern Tours, Inc.	2,400.00		1,096.00	30,102.83	216.66		27,391.15	*24,782.95	36,423.69
Tallahassee-Monticello Bus Line		*128.51		632.36	94.72		332.31		930.88
Tamiami Trail Tours, Inc.	13,000.00		645,631.76	35,967.70	510.61	697.11	149,092.39	*621,441.15	223,458.42
Teche Lines, Inc.	209,495.00		194,640.48	100,285.25	11,704.43	1,695.93	440,877.71	198,593.14	1,157,291.94
Town of Pass-a-Grille Beach Bus Line				21.29			2,842.15	1,560.17	4,423.61
Union Bus Company	75,000.00		77,811.52	22,783.78	2,413.57		78,902.45	18,265.19	275,176.51
Total Bus Operations— Common Carrier	\$1,317,926.68	\$21,127.95	\$3,059,044.00	\$614,207.83	\$43,873.80	\$14,081.52	\$1,543,835.66	*\$1,102,361.86	\$5,511,735.58

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
PROFIT AND LOSS ACCOUNT—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
A. B. C. Transfer Company	\$ *3,144.13	\$ *469.99	\$	\$	\$ *3,614.12
Adams Truck Line		*1,697.54		*1,697.54	
Akins, W. L. Transportation Company		1,951.43		1,951.43	
Akins, W. L. Transportation Co., Inc.	*122.06	*330.07		1,228.92	*1,681.05
Bee Line Transfer Company		1,971.28		1,971.28	
Brown Motor Freight & Boat Lines, Inc.		*2,557.54		160.00	*2,717.54
C. & H. Transfer		720.16		720.16	
Central Truck Lines, Inc.	11,450.57	3,683.66	165.55	12,934.00	2,365.78
Coast to Coast Truck Express Co.	*313.05	*7,949.60	4,094.24	1,000.00	*5,168.41
Davis Truck Line ***		*712.28		*712.28	
Davis Truck Line ****		925.13		*925.13	
Edwards Line		1,480.03		*1,480.03	
Elliott-Young Consolidated	*3,182.44	*8,804.59	10,876.36	595.86	*1,706.53
Five Transportation Company		743.56		743.56	
Fogarty Brothers Transfer, Inc.	5,029.39	*1,777.18	681.33		3,933.54
Georgia-Florida Freight Lines, Inc.	*5,225.31	*280.93			*5,506.24
Green Brothers Transfer Company		451.28		451.28	
Griffis Truck Line		*67.43		*67.43	
Hansberger Motor Transportation Co., Inc.	*1,307.30	*2,484.42	2,012.90	2,153.18	*4,932.00
Hartline Line		*40.28		*40.28	
Highway Transportation Company	*532.93	*400.68			*933.61
Holstun, L. W., Truck Line		*711.38		*711.38	
Hunt Truck Line		2,995.48		2,995.48	
Independent Transfer Company		*1,819.47	14.00	*1,805.47	
Indiana Highway Express, Inc.	*575.02	122.25			*452.77

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
PROFIT AND LOSS ACCOUNT—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Balance at Beginning of Period	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
Jacksonville Beach Truck Line		630.98		630.98	
Kennedy, A. V. & Company		46.09		46.09	
L. & L. Freight Lines, Inc.	1,457.04	4,197.30			\$,654.34
Lanes Transfer Company		1,008.96		1,008.96	
Leigh Truck Line		478.96		478.96	
McLeod Line, Inc.	*4,191.72	*1,778.62	361.05	292.31	*5,901.60
M. & E. Transfer Company		366.95		366.95	
Matthews Truck Line		2,322.95		2,322.95	
Miami-Key West Express		*826.87		*826.87	
Moore, Batsford & Son Transfer Co.		*7,078.37		*7,078.37	
Perry Truck Line		875.95		875.95	
Peters Transfer & Truck Line		46.54		46.54	
Peters Truck Line		88.87		88.87	
Pittman Truck Line		282.97		282.97	
Public Highway Transport, Inc.	2,971.59	*5,562.59	115.87	860.72	*3,335.85
Ramsey Brothers Truck Line		*118.39		*118.39	
Red Line Transportation Company		*486.42		*486.42	
St. Johns River Line Company	4,176.23	2,229.42	2,296.59	2,389.40	6,312.84
Star Truck Line		4,522.76		4,522.76	
Strickland Transportation Co., Inc.	5,909.17	*14,866.03	8,564.32	8,246.10	*8,638.64
Tarpon Truck Line		258.80		258.80	
Union Express Freight Company	*14,988.67	*621.62	140.25		*15,470.04
University City Transfer Co., Inc.	2,504.39	*1,814.91			689.48
Total Truck Operations— Common Carrier	\$ *84.25	\$*36,665.76	\$29,322.46	\$ 33,674.87	\$ *41,102.42

***Period January 1 to March 31, 1932.

****Period August 1 to September 26th, 1932.

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
PROFIT AND LOSS ACCOUNT—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR BUS OPERATIONS					
Atlantic Greyhound Lines of Ga., Inc.	\$ 32,015.23	\$ 24,969.79	\$	\$	\$ 56,985.02
Bailey's Bus Line		*94.77		*294.77	
Coastal Transport Company	*17,686.15	3,924.04			*13,762.11
Coleman Motor Lines		*4,302.98		*4,302.98	
Colonial Stages South, Inc.	93,523.18	*28,050.51	47,765.98	23,678.84	89,559.81
East Coast Stages, Inc.	4,873.30	*33,240.05	474.15	755.07	*28,647.67
Florida Motor Lines, Inc.	*610,551.41	*50,299.55		39,041.29	*699,892.25
Glades "K" Motor Lines		*5,648.54		*5,648.54	
Green's Taxi & Baggage Transfer		213.15		213.15	
Gulf Coast Motor Lines, Inc.	3,238.55	557.25			3,795.80
Gulf Crescent Motor Lines, Inc.	*3,608.26	*811.37	2,119.56		*2,300.07
Hawsey Bus Service		1,072.62		1,072.62	
Jacksonville-Waycross Motor Line		*1,773.58		*1,773.58	
Lee's Coach Lines		*374.55		*274.55	
McJunkin, Wayne F.		2,313.18		2,313.18	
St. Andrews Bay Transportation Co.	*2,094.20	*3,267.48	4,229.17		*1,132.51
Southeastern Greyhound Lines, Inc.	*94,860.76	14,643.08	2,138.66	1,083.26	*79,162.28
Southern Tours, Inc.	*21,183.38	*5,725.57			*26,908.95
Tallahassee-Monticello Bus Line		*466.66		*466.66	
Tamiami Trail Tours, Inc.	*558,180.48	*62,840.67		420.00	*621,441.15
Teche Lines, Inc.	202,506.26	*5,728.30	9,995.00	8,179.82	198,593.14
Town of Pass-a-Grille Beach Bus Line	2,004.70	*3,254.34	2,809.81		1,560.17
Union Bus Company	8,325.43	1,515.52	8,424.24		18,265.19
Total Bus Operations— Common Carrier	\$*961,677.99	\$*156,870.29	\$77,956.57	\$*63,896.15	\$*1,104,487.86

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
INCOME ACCOUNT—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Auto operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- operating Income	Income Deductions	Net Balance Carried to P. & L. Account
A. B. C. Transfer Company	\$ 1,665.48	\$ 1,915.20	\$ *249.72	\$ 81.50	\$ *168.14	\$ 241.85	\$	\$ 60.00	\$ *469.99
Adams Truck Line	18,150.06	17,442.47	707.59		707.59	2,208.83		196.30	*1,697.54
Akins, W. L. Transportation Company	23,560.56	18,197.51	5,363.05		5,363.05	3,358.33		53.24	1,951.43
Akins, W. L. Transportation Co., Inc.	9,517.26	8,688.05	829.21		829.21	1,031.19		128.09	*330.07
Bee Line Transfer Company	9,786.78	6,571.37	3,215.41		3,215.41	927.21		316.92	1,971.28
Brown Motor Freight & Boat Lines, Inc.	29,536.63	32,564.84	*3,028.21		*3,028.21	4,954.23	5,816.14	391.24	*2,557.54
C. & H. Transfer	1,871.23	2,358.25	*487.02		*487.02	401.92	1,609.10		720.16
Central Truck Lines, Inc.	209,689.40	172,379.34	37,310.06		37,310.06	30,386.26		3,240.14	3,683.66
Coast to Coast Truck Express Co.	50,878.62	48,955.44	1,923.18		1,923.18	8,889.82		982.96	*7,949.60
Davis Truck Line	985.04	1,477.99	*492.95		*492.95	209.01		10.32	*712.28
Davis Truck Line ****	221.93	1,042.62	*820.69		*820.69	83.59		20.85	*925.13
Edwards Line	17,469.98	16,112.27	1,357.71		1,357.71	2,790.52		47.22	*1,480.03
Elliott-Young Consolidated	43,635.64	44,362.13	*726.49	76.21	*650.28	7,544.78		609.53	*8,804.59
Five Transportation Company	42,426.14	35,554.75	6,871.39		6,871.39	5,834.22		293.61	743.56
Fogarty Brothers Transfer, Inc.	27,465.12	26,495.41	969.71		969.71	2,910.67	194.05	30.27	*1,777.18
Georgia-Florida Freight Lines, Inc.	11,915.70	10,041.39	1,874.31		1,874.31	2,004.29		150.95	*280.93
Green Brothers Transfer Company	8,205.16	6,825.87	1,379.29	47.47	1,426.76	975.48			451.28
Griffis Truck Line	4,236.74	3,500.34	736.40		736.40	803.83			*67.43
Hansberger Motor Transportation Co., Inc.	98,489.14	85,253.04	13,236.10		13,236.10	15,528.17	63.20	1,255.55	*3,484.42
Hartline Line	6,861.79	5,825.31	1,036.48		1,036.48	933.76		93.00	*40.28
Highway Transportation Company	941.56	927.51	14.05		14.05	414.73			*400.68
Holstun, L. W., Truck Line	1,548.91	1,993.30	*444.39		*444.39	266.99			*711.38
Hunt Truck Line	9,172.87	4,902.05	4,270.82		4,270.82	1,248.73		26.61	2,995.48
Independent Transfer Company	21,191.56	20,833.35	358.21		358.21	2,068.91		108.77	*1,819.47
Indiana Highway Express, Inc.	13,261.52	11,176.72	2,084.80		2,084.80	1,879.83		82.72	122.25
Jacksonville Beach Truck Line	2,427.89	1,370.00	1,057.89		1,057.89	410.61		16.30	630.98

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932

INCOME ACCOUNT—ENTIRE LINE—(Continued)

Kennedy, A. V. & Company	402.01	255.66	146.35		146.35	100.26			46.09
L. & L. Freight Lines, Inc.	87,264.78	71,116.51	16,148.27		16,148.27	11,229.62		721.35	4,197.30
Lanes Transfer Company	8,235.44	5,833.70	2,401.74		2,401.74	1,389.06			1,008.96
Leigh Truck Line	2,057.75	963.66	1,094.09		1,094.09	435.13		180.00	478.96
McLeod Line, Inc.	28,802.80	25,055.41	3,747.39		3,747.39	5,483.14		42.87	*1,778.62
M. & E. Transfer Company	1,414.85	1,214.10	200.75	322.05	522.80	155.85			366.95
Matthews Truck Line	7,416.46	4,279.65	3,136.81		3,136.81	813.86			2,322.95
Miami-Key West Express	1,853.29	2,337.64	*484.35		*484.35	293.84		48.68	*826.87
Moore, Batsford & Son Transfer Co.	5,040.65	9,978.93	*4,938.28	*1,163.40	*6,101.68	976.69			*7,078.37
Perry Truck Line	2,134.29	958.04	1,176.25		1,176.25	244.05		56.25	875.95
Peters Transfer & Truck Line	5,868.42	5,160.50	707.92		707.92	792.22	132.51	1.67	46.54
Peters Truck Line	2,723.39	2,215.06	508.33		508.33	419.46			88.37
Pittman Truck Line	7,107.04	5,584.62	1,522.42		1,522.42	1,127.17		112.28	282.97
Public Highway Transport, Inc.	10,408.26	13,638.97	*3,230.71		*3,230.71	2,331.88			*5,562.59
Ramsey Brothers Truck Line	6,307.84	5,175.57	1,132.27		1,132.27	1,095.04		155.62	*118.39
Red Line Transportation Company	16,286.02	13,703.43	2,582.59		2,582.59	2,977.74		91.27	*486.42
St. Johns River Line Company	66,817.18	60,071.63	6,745.55		6,745.55	5,317.35	1,730.18	928.96	2,229.42
Star Truck Line	43,744.93	32,520.72	11,224.21		11,224.21	5,670.62		1,030.83	4,522.76
Strickland Transportation Co., Inc.	73,415.72	72,549.07	866.65		866.65	13,578.20		2,154.48	*14,866.03
Tarpon Truck Line	1,411.18	1,030.47	380.71		380.71	121.91			258.80
Union Express Freight Company	16,120.02	13,715.06	2,404.96		2,404.96	1,817.62		1,208.96	*621.62
University City Transfer Co., Inc.	19,576.20	18,925.52	650.68		650.68	2,388.11		77.48	*1,814.91
Total Truck Operations—									
Common Carrier	1,079,521.23	\$953,050.44	126,470.79	\$ *636.09	\$125,834.70	\$157,116.63	\$ 9,545.18	\$ 14,929.01	\$ *36,665.76

***Period January 1 to March 31, 1932.

****Period August 1 to September 26th, 1932.

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
INCOME ACCOUNT—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- operating Income	Income Deductions	Net Balance Carried to P. & L. Account
Atlantic Greyhound Lines of Ga., Inc.	\$ 131,108.61	\$ 84,928.53	\$ 46,180.08		\$ 46,180.08	\$ 21,355.15	\$ 347.17	\$ 202.31	\$ 24,969.79
Bailey's Bus Line	2,052.00	1,664.30	387.70		387.70	677.30		5.17	*294.77
Coastal Transport Company	92,963.41	75,349.66	17,613.75		17,613.75	13,689.71			3,924.04
Coleman Motor Lines	24,080.38	23,684.18	396.20		396.20	4,699.18			*4,302.98
Colonial Stages South, Inc.	359,208.29	338,948.13	20,260.16		20,260.16	54,387.91	14,202.56	8,125.32	*28,050.51
East Coast Stages, Inc.	163,529.02	159,669.45	3,859.57		3,859.57	25,191.03	958.46	12,867.05	*33,240.05
Florida Motor Lines, Inc.	725,778.02	595,869.63	129,908.39		129,908.39	100,847.54		79,360.40	*50,299.55
Glades "K" Motor Lines	5,800.59	9,671.53	*3,870.94		*3,870.94	1,545.96		231.64	*5,648.54
Green's Taxi & Baggage Transfer	1,899.10	1,382.54	516.56	8.65	525.21	312.06			213.15
Gulf Coast Motor Lines, Inc.	10,335.22	7,846.68	2,488.54		2,488.54	1,931.29			557.25
Gulf Crescent Motor Lines, Inc.	1,765.25	1,827.56	*58.31		*58.31	753.06			*811.37
Hawsey Bus Service	6,806.01	3,966.93	2,839.08		2,839.08	1,766.46			1,072.62
Jacksonville-Waycross Motor Line	10,297.24	10,007.37	289.87		289.87	2,063.45			*1,773.58
Lee's Coach Lines	6,168.17	5,152.73	1,015.41		1,015.41	1,389.96			*374.55
McJunkin, Wayne F.	15,314.44	10,351.75	4,964.69		4,964.69	2,595.03		56.48	2,313.18
St. Andrews Bay Transportation Co.	13,466.64	17,360.60	1,106.04		1,106.04	4,271.56		101.96	*14,643.08
Southeastern Greyhound Lines, Inc.	320,427.30	269,410.03	51,017.27		51,017.27	36,608.58	234.39		14,643.08
Southern Tours, Inc.	3,144.49	12,520.16	*4,375.67		*4,375.67	1,133.24		216.66	*5,725.57
Tallahassee-Monticello Bus Line	2,011.00	2,039.14	*28.14		*28.14	412.53		25.99	*466.66
Tamiami Trail Tours, Inc.	153,462.98	182,661.37	*29,198.39	*154.82	*29,353.21	30,915.98		2,571.48	*62,840.67
Teche Lines, Inc.	842,666.59	736,645.70	106,020.89		106,020.89	97,743.59	2,336.92	16,342.52	*5,728.30
Town of Pass-a-Grille Beach Bus Line	3,347.20	5,536.67	*2,189.47		*2,189.47	1,064.87			*3,254.34
Union Bus Company	298,470.39	237,882.58	60,587.81		60,587.81	51,662.00		7,410.29	1,515.52
Total Bus Operations— Common Carrier	\$3,204,108.31	\$2,794,377.22	\$409,731.09	\$ *146.17	\$409,584.92	\$457,017.44	\$18,079.50	\$127,517.27	\$*156,870.29

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
OPERATING REVENUE—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Passenger Revenue	Baggage Revenue	Special (chartered or for hire) Bus Revenue	U. S. Mail (on buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
A. B. C. Transfer Company	\$	\$	\$	\$	\$	1,665.48	\$ 1,665.48	\$	\$ 1,665.48
Adams Truck Line						17,882.96	17,882.96	267.10	18,150.06
Akins, W. L. Transportation Company						23,560.56	23,560.56		23,560.56
Akins, W. L. Transportation Co., Inc.						9,517.26	9,517.26		9,517.26
Bee Line Transfer Company						9,649.79	9,649.79	136.99	9,786.78
Brown Motor Freight & Boat Lines, Inc.						29,536.63	29,536.63		29,536.63
C. & H. Transfer						1,863.33	1,863.33	7.90	1,871.23
Central Truck Lines, Inc.						208,061.20	208,061.20	1,628.20	209,689.40
Coast to Coast Truck Express Co.						50,417.81	50,417.81	460.81	50,878.62
Davis Truck Line ***						985.04	985.04		985.04
Davis Truck Line ****						221.93	221.93		221.93
Edwards Line						17,034.98	17,034.98	435.00	17,469.98
Elliott-Young Consolidated						42,886.42	42,886.42	749.22	43,635.64
Five Transportation Company						42,426.14	42,426.14		42,426.14
Fogarty Brothers Transfer, Inc.						27,465.12	27,465.12		27,465.12
Georgia-Florida Freight Lines, Inc.						11,915.70	11,915.70		11,915.70
Green Brothers Transfer Company						8,205.16	8,205.16		8,205.16
Griffis Truck Line						4,236.74	4,236.74		4,236.74
Hansberger Motor Transportation Co., Inc.						96,891.86	96,891.86	1,597.28	98,489.14
Hartline Line						6,807.89	6,807.89	53.90	6,861.79
Highway Transportation Company						941.56	941.56		941.56
Holstun, L. W., Truck Line						1,548.91	1,548.91		1,548.91
Hunt Truck Line						9,124.67	9,124.67	48.20	9,172.87
Independent Transfer Company						21,191.56	21,191.56		21,191.56
Indiana Highway Express, Inc.						13,261.52	13,261.52		13,261.52
Jacksonville Beach Truck Line					126.45	2,300.24	2,426.69	1.20	2,427.89

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932

OPERATING REVENUE—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Passenger Revenue	Baggage Revenue	Special (chartered or for hire) Bus Revenue	U. S. Mail (on buses)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Revenue Total
Kennedy, A. V. & Company						402.01	402.01		402.01
L. & L. Freight Lines, Inc.						86,590.11	86,590.11	674.67	87,264.78
Lanes Transfer Company						7,713.31	7,713.31	522.13	8,235.44
Leigh Truck Line						2,057.75	2,057.75		2,057.75
McLeod Line, Inc.						28,802.80	28,802.80		28,802.80
M. & E. Transfer Company						1,288.60	1,288.60	126.25	1,414.85
Matthews Truck Line						7,416.46	7,416.46		7,416.46
Miami-Key West Express						1,853.29	1,853.29		1,853.29
Moore, Batsford & Son Transfer Co.						5,040.65	5,040.65		5,040.65
Perry Truck Line						2,134.29	2,134.29		2,134.29
Peters Transfer & Truck Line						5,868.42	5,868.42		5,868.42
Peters Truck Line						2,723.39	2,723.39		2,723.39
Pittman Truck Line						7,107.04	7,107.04		7,107.04
Public Highway Transport, Inc.						10,225.81	10,225.81	182.45	10,408.26
Ramsey Brothers Truck Line						6,307.84	6,307.84		6,307.84
Red Line Transportation Company						16,077.53	16,077.53	208.49	16,286.02
St. Johns River Line Company						66,817.18	66,817.18		66,817.18
Star Truck Line						43,159.13	43,159.13	585.80	43,744.93
Strickland Transportation Co., Inc.						73,415.72	73,415.72		73,415.72
Tarpon Truck Line						1,411.18	1,411.18		1,411.18
Union Express Freight Company						16,120.02	16,120.02		16,120.02
University City Transfer Co., Inc.						19,378.90	19,378.90	197.30	19,576.20
Total Truck Operations— Common Carrier	\$	\$	\$	\$	\$ 126.45	\$1,071,511.89	\$1,071,638.34	\$ 7,882.89	\$1,079,521.23

***Period January 1 to March 31, 1932.

****Period August 1 to September 26th, 1932.

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
OPERATING REVENUE—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR BUS OPERATIONS									
Atlantic Greyhound Lines of Ga., Inc.	\$ 130,347.50	\$ 650.10	\$ 32.50	\$	\$ 78.51	\$	\$ 131,108.61	\$	\$ 131,108.61
Bailey's Bus Line	1,811.75				240.25		2,052.00		2,052.00
Coastal Transport Company	91,939.61	1,023.80					92,963.41		92,963.41
Coleman Motor Lines	22,556.45	106.50		1,099.98	317.45		24,080.38		24,080.38
Colonial Stages South, Inc.	309,609.61		16,996.36	500.00	5,783.66		332,889.63	26,318.66	359,208.29
East Coast Stages, Inc.	155,808.66	1,555.49	5,099.35	225.02			162,688.52	840.50	163,529.02
Florida Motor Lines, Inc.	630,082.18		16,369.65		39,228.76		685,680.59	40,097.43	725,778.02
Glades "K" Motor Lines	2,721.91	4.50		1,166.65	926.13	818.15	5,637.34	163.25	5,800.59
Green's Taxi & Baggage Transfer	274.00	280.00		1,200.00		145.10	1,899.10		1,899.10
Gulf Coast Motor Lines, Inc.	8,048.17		416.22		1,870.83		10,335.22		10,335.22
Gulf Crescent Motor Lines, Inc.	1,380.01				389.24		1,769.25		1,769.25
Hawsey Bus Service	6,519.76				286.25		6,806.01		6,806.01
Jacksonville-Waycross Motor Line	9,113.62				1,183.62		10,297.24		10,297.24
Lee's Coach Lines	3,359.87			2,005.00	803.27		6,168.14		6,168.14
McJunkin, Wayne F.	8,262.72					7,053.72	15,316.44		15,316.44
St. Andrews Bay Transportation Co.	12,755.02			5,035.20	639.97		18,430.19	36.45	18,466.64
Southeastern Greyhound Lines, Inc.	308,492.20	32.75	5,425.85		4,317.05		318,267.85	2,159.45	320,427.30
Southern Tours, Inc.	7,846.25						7,846.25	298.24	8,144.49
Tallahassee-Monticello Bus Line	1,117.75	23.25		870.00			2,011.00		2,011.00
Tamiami Trail Tours, Inc.	51,200.45				3,880.21	95,415.22	150,495.88	2,967.10	153,462.98
Teche Lines, Inc.	791,998.19	1,099.06	15,231.16	4,227.07	28,413.14		840,968.62	1,697.97	842,666.59
Town of Pass-a-Grille Beach Bus Line	3,347.20						3,347.20		3,347.20
Union Bus Company	273,442.32		5,688.21	266.12	10,164.76	8,908.98	298,470.39		298,470.39
Total Bus Operations— Common Carrier	\$2,832,035.20	\$4,775.45	\$65,259.30	\$16,595.04	\$98,523.10	\$ 112,341.17	\$3,129,529.26	\$74,579.05	\$3,204,108.31

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
OPERATING EXPENSES—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS— COMMON CARRIER	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation	Traffic Promotion	Administrative and General Expenses	Total Operating Expenses
A. B. C. Transfer Company	\$ 702.73	\$	\$ 661.67	\$	\$ 550.80	\$ 1,915.20
Adams Truck Line	4,601.96	.....	6,846.97	1,772.88	4,220.66	17,442.47
Akins, W. L. Transportation Company	5,109.55	.....	6,933.20	874.89	5,279.87	18,197.51
Akins, W. L. Transportation Co., Inc.	2,185.43	.....	4,305.74	174.50	2,022.38	8,688.05
Bee Line Transfer Company	1,365.93	.....	3,142.75	.....	1,860.90	6,571.37
Brown Motor Freight & Boat Lines, Inc.	13,654.08	.....	13,468.05	201.79	5,010.31	32,564.84
C. & H. Transfer	464.65	.....	1,419.45	432.37	414.15	2,358.25
Central Truck Lines, Inc.	43,557.53	.....	96,462.97	10,222.82	22,136.02	172,379.34
Coast to Coast Truck Express Co.	7,369.35	.....	27,717.86	2,975.18	10,893.05	48,955.44
Davis Truck Line ***	510.50	.....	720.76	.....	246.73	1,477.99
Davis Truck Line ****	552.27	.....	367.66	.....	122.69	1,042.62
Edwards Line	4,373.66	.....	7,590.22	100.00	4,048.39	16,112.27
Elliott-Young Consolidated	10,027.19	2,817.54	19,725.17	1,673.44	10,118.79	44,362.13
Five Transportation Company	9,561.17	.....	17,743.80	.....	8,249.78	35,554.75
Fogarty Brothers Transfer, Inc.	5,680.21	.....	14,934.48	1,021.10	4,859.62	26,495.41
Georgia-Florida Freight Lines, Inc.	1,841.61	.....	5,635.85	623.13	1,940.80	10,041.39
Green Brothers Transfer Company	2,199.15	.....	3,502.22	281.85	842.65	6,825.87
Griffis Truck Line	718.20	.....	2,146.17	.....	35.97	3,500.34
Hansberger Motor Transportation Co., Inc.	25,469.99	2,296.49	35,687.08	1,985.69	19,813.79	85,253.04
Hartline Line	1,228.85	.....	2,772.14	.....	1,824.32	5,825.31
Highway Transportation Company	323.85	.....	502.97	50.25	50.44	927.51
Holstun, L. W., Truck Line	263.95	.....	510.30	.....	1,219.05	1,993.30
Hunt Truck Line	782.55	.....	2,420.15	832.00	867.35	4,902.05
Independent Transfer Company	4,878.21	.....	10,222.10	.....	5,733.04	20,833.35
Indiana Highway Express, Inc.	2,734.02	.....	3,803.10	.....	4,639.60	11,176.72
Jacksonville Beach Truck Line	281.09	.....	951.28	.....	137.63	1,370.00

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
OPERATING EXPENSES—ENTIRE LINE—(Continued)

Kennedy, A. V. & Company	105.51		125.19		24.96	255.66
L. & L. Freight Lines, Inc.	16,500.38		37,973.71	3,410.18	13,232.24	71,116.51
Lanes Transfer Company	1,711.97	478.43	2,469.55	141.28	1,032.47	5,833.70
Leigh Truck Line	488.25		346.29		129.12	963.66
McLeod Line, Inc.	4,903.10		9,273.67	1,176.39	9,702.25	25,055.41
M. & E. Transfer Company	231.25		861.75	23.50	97.60	1,214.10
Matthews Truck Line	1,158.47		2,559.42		561.76	4,279.65
Miami-Key West Express	844.21		1,374.67		118.76	2,337.64
Moore, Batsford & Son Transfer Co.	1,708.33		4,958.66		3,311.94	9,978.93
Perry Truck Line	326.17		582.72		49.15	958.04
Peters Transfer & Truck Line	1,049.28		2,994.00	67.00	1,050.22	5,160.50
Peters Truck Line	441.15		1,334.63	34.00	405.28	2,215.06
Pittman Truck Line	2,238.15	100.00	3,073.93		172.54	5,584.62
Public Highway Transport, Inc.	3,211.96		5,785.29	90.81	4,550.91	13,638.97
Ramsey Brothers Truck Line	1,418.47		1,866.36	300.00	1,590.74	5,175.57
Red Line Transportation Company	4,344.01		5,416.74	302.39	3,640.29	13,703.43
St. Johns River Line Company	6,783.77		26,232.17	2,838.50	24,217.19	60,071.63
Star Truck Line	6,676.48		14,956.13	4,025.80	6,862.31	32,520.72
Strickland Transportation Co., Inc.	16,996.75		24,837.96	4,850.35	15,864.01	72,549.07
Tarpon Truck Line	172.08		377.92	10.00	470.47	1,030.47
Union Express Freight Company	2,142.65	675.00	8,149.76	24.95	2,722.70	13,715.06
University City Transfer Co., Inc.	7,151.31		7,222.09	966.19	3,585.93	18,925.52
Total Truck Operations—						
Common Carrier	\$231,041.38	\$ 6,367.46	\$ 462,966.75	\$ 42,143.23	\$210,531.62	\$ 953,050.44

***Period January 1 to March 31, 1932.

****Period August 1 to September 26th, 1932.

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
OPERATING EXPENSES—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation	Traffic Promotion	Administrative and General Expenses	Total Operating Expenses
Atlantic Greyhound Lines of Ga., Inc.	\$ 17,038.72	\$ —	\$ 37,001.60	\$ 5,737.85	\$ 25,150.36	\$ 84,928.53
Bailey's Bus Line	422.92	—	965.73	—	275.65	1,664.30
Coastal Transport Company	14,689.28	2,247.03	31,843.01	5,118.56	21,451.78	75,349.66
Coleman Motor Lines	8,981.06	2,510.00	10,011.21	321.00	1,860.91	23,684.18
Colonial Stages South, Inc.	116,748.96	5,793.83	144,143.64	14,982.30	57,279.40	338,948.13
East Coast Stages, Inc.	56,780.89	6,721.30	66,545.46	8,844.31	20,776.89	159,669.45
Florida Motor Lines, Inc.	188,629.64	13,990.92	251,131.92	44,289.98	97,827.17	595,869.63
Glades "K" Motor Lines	5,645.90	—	2,985.76	—	1,039.87	9,671.53
Green's Taxi & Baggage Transfer	71.04	—	1,196.30	—	115.20	1,382.54
Gulf Coast Motor Lines, Inc.	3,213.51	—	3,347.04	20.89	1,265.24	7,846.68
Gulf Crescent Motor Lines, Inc.	385.72	—	1,416.84	—	25.00	1,827.56
Hawsey Bus Service	879.07	—	2,766.86	—	321.00	3,966.93
Jacksonville-Waycross Motor Line	4,051.60	120.00	4,726.06	53.60	1,076.11	10,007.37
Lee's Coach Lines	539.06	292.90	3,384.42	—	936.35	5,152.73
McJunkin, Wayne F.	3,295.18	—	5,397.98	—	1,658.59	10,351.75
St. Andrews Bay Transportation Co.	6,252.01	602.72	8,186.52	259.65	2,059.70	17,360.60
Southeastern Greyhound Lines, Inc.	96,056.55	6,609.78	113,203.88	14,670.11	38,869.71	269,410.03
Southern Tours, Inc.	5,057.82	144.05	3,943.90	1,295.94	2,078.45	12,520.16
Tallahassee-Monticello Bus Line	373.27	—	1,516.92	—	148.95	2,039.14
Tamiami Trail Tours, Inc.	77,519.61	—	72,562.34	5,601.11	26,978.31	182,661.37
Teche Lines, Inc.	272,065.66	16,192.53	314,500.20	26,632.02	107,255.29	736,645.70
Town of Pass-a-Grille Beach Bus Line	2,090.37	—	2,628.12	93.09	725.09	5,536.67
Union Bus Company	81,644.26	3,919.62	85,404.80	18,075.77	48,838.13	237,882.58
Total Bus Operations— Common Carrier	\$962,412.10	\$59,144.68	\$1,168,810.51	\$145,996.78	\$458,013.15	\$2,794,377.22

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
TAXES—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS—COMMON CARRIER	On Auto Transportation Property	On Property Used in Affiliated & Auxiliary Opns.	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
A. B. C. Transfer Company	\$ 241.85	\$ 134.25	\$	\$ 376.10	\$ 376.10
Adams Truck Line	2,208.83			2,208.83	2,209.23
Akins, W. L. Transportation Company	3,358.38			3,358.38	3,373.46
Akins, W. L. Transportation Company, Inc.	1,031.19			1,031.19	1,398.67
Bee Line Transfer Company	927.21			927.21	690.51
Brown Motor Freight & Boat Lines, Inc.	4,954.23		29.12	4,983.35	5,097.31
C. & H. Transfer	401.92		1,733.75	2,135.67	2,132.67
Central Truck Lines, Inc.	30,386.26			30,386.26	29,862.55
Coast to Coast Truck Express Co.	8,889.82			8,889.82	8,553.75
Davis Truck Line ***	209.01			209.01	205.23
Davis Truck Line ****	53.59			83.59	75.72
Edwards Line	2,790.52			2,790.52	2,792.87
Elliott-Young Consolidated	7,544.78	27.49		7,572.27	7,799.24
Five Transportation Company	5,834.22			5,834.22	5,734.22
Fogarty Brothers Transfer, Inc.	2,910.67		280.25	3,290.92	3,293.36
Georgia-Florida Freight Lines, Inc.	2,004.29			2,004.29	2,114.76
Green Brothers Transfer Company	975.48	279.12		1,254.60	1,254.60
Griffis Truck Line	803.83			803.83	783.13
Hansberger Motor Transportation Co., Inc.	15,523.17			15,528.17	15,530.87
Hartline Line	983.76			983.76	979.23
Highway Transportation Company	414.73			414.73	414.73
Holstun, L. W. Truck Line	266.99			266.99	420.79
Hunt Truck Line	1,248.73			1,248.73	1,290.68
Independent Transfer Company	2,068.91			2,068.91	2,068.91
Indiana Highway Express, Inc.	1,879.83			1,879.83	1,875.23
Jacksonville Beach Truck Line	410.61			410.61	335.05
Kennedy, A. V. & Company	100.26			100.26	100.26

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
TAXES—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS—COMMON CARRIER	On Auto Transportation Property	On Property Used in Affiliated & Auxiliary Opns.	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
L. & L. Freight Lines, Inc.	11,229.62			11,229.62	11,293.19
Lanes Transfer Company	1,389.06			1,389.06	1,309.43
Leigh Truck Line	435.13			435.13	435.13
McLeod Line, Inc.	5,483.14			5,483.14	5,085.82
M. & E. Transfer Company	155.85	73.00		228.85	229.83
Matthews Truck Line	813.86			813.86	825.66
Miami-Key West Express	293.84			293.84	491.87
Moore, Batsford & Son Transfer Company	976.69	175.75		1,152.44	1,152.44
Perry Truck Line	244.05		56.25	300.30	300.30
Peters Transfer & Truck Line	792.22		383.33	1,175.55	1,175.55
Peters Truck Line	419.46			419.46	419.46
Pittman Truck Line	1,127.17			1,127.17	1,133.85
Public Highway Transport, Inc.	2,331.88			2,331.88	2,331.88
Ramsey Brothers Truck Line	1,095.04			1,095.04	1,095.04
Red Line Transportation Company	2,977.74			2,977.74	2,944.41
St. Johns River Line Company	5,317.35		8,248.76	13,566.11	12,404.02
Star Truck Line	5,670.62			5,670.62	5,904.10
Strickland Transportation Company, Inc.	13,578.20			13,578.20	14,342.34
Tarpon Truck Line	121.91			121.91	121.91
Union Express Freight Company	1,817.62			1,817.62	1,438.90
University City Transfer Company, Inc.	2,388.11			2,388.11	2,365.64
Total Truck Operations—Common Carrier	\$157,116.63	\$ 689.61	\$10,831.46	\$168,637.70	\$167,564.00

***Period January 1, to March 31, 1932.

****Period August 1 to September 26th, 1932.

*Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
TAXES—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR BUS OPERATIONS					
Atlantic Greyhound Lines of Georgia, Inc.	\$ 21,355.15	\$		\$ 21,355.15	\$ 22,982.68
Bailey's Bus Line	677.30			677.30	685.98
Coastal Transport Company	13,689.71			13,689.71	13,356.59
Coleman Motor Lines	4,699.18			4,699.18	4,808.54
Colonial Stages South, Inc.	54,387.91			54,387.91	53,494.89
East Coast Stages, Inc.	25,191.03			25,191.03	32,393.71
Florida Motor Lines, Inc.	100,847.54			100,847.54	97,219.13
Glades "K" Motor Lines	1,545.96			1,545.96	1,495.45
Green's Taxi & Baggage Transfer	312.06	10.89		322.95	322.95
Gulf Coast Motor Lines, Inc.	1,931.29			1,931.29	1,931.29
Gulf Crescent Motor Lines, Inc.	753.06			753.06	753.06
Hawsey Bus Service	1,766.46			1,766.46	1,766.46
Jacksonville—Waycross Motor Line	2,063.45			2,063.45	2,077.15
Lee's Coach Lines	1,389.96			1,389.96	1,375.42
McJunkin, Wayne F.	2,595.03			2,595.03	2,931.57
St. Andrews Bay Transportation Company	4,271.56			4,271.56	4,403.73
Southeastern Greyhound Lines, Inc.	36,608.58			36,608.58	48,061.13
Southern Tours, Inc.	1,133.24			1,133.24	1,133.24
Tallahassee-Monticello Bus Line	412.53			412.53	412.53
Tamiami Trail Tours, Inc.	30,915.98			30,915.98	31,385.55
Teche Lines, Inc.	97,743.59			97,743.59	93,288.16
Town of Pass-a-Grille Beach Bus Line	1,017.30			1,017.30	1,064.87
Union Bus Company	51,362.00			51,662.00	50,559.75
Total Bus Operations—Common Carrier	\$455,269.87	\$ 10.89		\$456,980.76	\$468,195.59

*Indicates debit item or deficit .

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE LINE

NAME OF COMPANY OR OPERATOR TRUCK OPERATIONS—COMMON CARRIER	Average Miles of Road Operated	REVENUE MILES			REVENUE PASSENGERS CARRIED		TONS OF FREIGHT CARRIED		
		PASSENGER BUSES		Freight, Express and Mail Trucks	Truck Trailers	Regular Tariff Rate	Excursion or Special Rate	Revenue	Non- Revenue
		Regular Service	Excursion or Special						
A. B. C. Transfer Company	22			9,196				355	
Adams Truck Line	135			85,793				2,109	
Akins, W. L. Transportation Company	161			49,547	20,533			2,060	
Akins, W. L. Transportation Company, Inc.	161			41,792	5,437			818	
Bee Line Transfer Company	28			20,863				2,243	
Brown Motor Freight & Boat Lines, Inc.	416			140,547	10,827			2,785	
C. & H. Transfer	25			14,274				230	
Central Truck Lines, Inc.	2,640			790,462	435,561			15,917	
Coast to Coast Truck Express Co.	358			224,775	96,632			3,926	
Davis Truck Line ***	300			6,670				158	
Davis Truck Line ****	300			3,254				36	
Edwards Line	332			106,143				1,800	
Elliott-Young Consolidated	237			263,349	1,632			4,826	
Five Transportation Company	343			132,440				3,946	
Fogarty Brothers Transfer, Inc.	56			74,532				2,622	
Georgia-Florida Freight Lines, Inc.	367			18,980	18,980			897	
Green Brothers Transfer Company	28			35,040				1,084	
Griffis Truck Line	70			37,500				478	
Hansberger Motor Transportation Co., Inc.	580			414,826	336,009			6,873	
Hartline Line	120			42,841				1,038	
Highway Transportation Company	51			15,462				147	
Holstun, L. W. Truck Line	107			13,184	618			148	
Hunt Truck Line	300			53,589				1,394	

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE LINE—(Continued)

Independent Transfer Company	154		162,888			2,290	
Indiana Highway Express, Inc.	60		62,030			1,086	
Jacksonville Beach Truck Line	21		13,326			209	
Kennedy, A. V. & Company	85		3,766			65	
L. & L. Freight Lines, Inc.	358		263,487	180,386		5,141	3
Lanes Transfer Company	210		41,309			1,101	
Leigh Truck Line	27		13,568			274	
McLeod Line, Inc.	513		228,791			3,488	
M. & E. Transfer Company	23		8,235			215	
Matthews Truck Line	36		17,830			1,039	
Miami-Key West Express	136		11,064			161	
Moore, Batsford & Son Transfer Company	27		9,532			4,468	
Perry Truck Line	29		11,542			155	
Peters Transfer & Truck Line	41		29,830			713	
Peters Truck Line	41		15,644			316	
Pittman Truck Line	164		45,106			807	
Public Highway Transport, Inc.	144		109,363			1,979	
Ramsey Brothers Truck Line	56		38,494			648	
Red Line Transportation Company	259		84,146	29,844		1,896	
St. Johns River Line Company	256		157,134			16,666	
Star Truck Line	594		188,217			3,615	
Strickland Transportation Company, Inc.	893		433,435	8,118		8,829	
Tarpon Truck Line	29		5,626			174	
Union Express Freight Company	195		130,000			2,303	
University City Transfer Company, Inc.	75		93,046			3,028	
Total Truck Operations—Common Carrier	11,563		4,772,997	1,144,577		116,555	3

***Period January 1, to March 31, 1932.
 ***Period August 1 to September 26th, 1932.
 *Indicates debit item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1932
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE LINE—(Continued)

NAME OF COMPANY OR OPERATOR BUS OPERATIONS	Average Miles of Road Operated	REVENUE MILES				REVENUE PASSENGERS CARRIED		TONS OF FREIGHT CARRIED	
		PASSENGER BUSES		Freight Express and Mail Trucks	Truck Trailers	Regular Tariff Rate	Excursion or Special Rate	Revenue	Non- Revenue
		Regular Service	Excursion or Special						
Atlantic Greyhound Lines of Georgia, Inc.	261	477,015	112			74,886	26		
Bailey's Bus Line	28	46,424				2,461			
Coastal Transport Company	158	430,164				66,284			
Coleman Motor Lines	270	402,840				21,847			
Colonial Stages South, Inc.	672	1,613,322	56,796			25,994	104,953		
East Coast Stages, Inc.	1,444	1,084,324	10,115			45,815	40,000		
Florida Motor Lines, Inc.	1,050	2,477,777	45,054	7,593		299,580	13,918		
Glades "K" Motor Lines	314	114,640				3,003		36	
Green's Taxi & Baggage Transfer	4	5,531		1,150		548		600	
Gulf Coast Motor Lines, Inc.	76	113,817	425			10,590	880		
Gulf Crescent Motor Lines, Inc.	94	68,637				1,692			
Hawsey Bus Service	44	96,360				6,451			
Jacksonville—Waycross Motor Line	149	130,188				5,704	443		
Lee's Coach Lines	344	120,668				2,195			
McJunkin, Wayne F.	34	57,520		21,000		3,650		312	
St. Andrews Bay Transportation Company	102	188,212				9,871	391		
Southeastern Greyhound Lines, Inc.	600	1,231,775	17,790			149,643	1,900		
Southern Tours, Inc.		13,641	75			698	42		
Tallahassee-Monticello Bus Line	24	35,136				895			
Tamiami Trail Tours, Inc.	650	316,800		440,000	163,920	15,680	150	8,702	7
Teche Lines, Inc.	2,220	4,586,842	50,770			937,960	6,350		
Town of Pass-a-Grille Beach Bus Line	22	43,406				13,388			
Union Bus Company	801	1,507,583	54,922			115,439	7,585	490	
Total Bus Operations—Common Carrier	9,352	15,162,622	236,059	469,743	163,920	1,814,274	176,638	10,140	7

*Indicates debit item or deficit

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